

Bandarawela

Development Plan 2023-2033



Urban Development Authority
Ministry of Urban Development & Housing



Bandarawela Development Plan

2023-2033

Urban Development Authority
Ministry of Urban Development and Housing



Bandarawela Development Plan 2023-2033

Urban Development Authority- Sri Lanka

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Published by

Urban Development Authority-Sri Lanka

6th, 7th & 9th Floors, Sethsiripaya, Battaramulla, Colombo, Sri Lanka

Web Site - www.uda.gov.lk

Email - info@uda.gov.lk

Telephone - +94112873637

Published on 2023

Bandarawela Development Plan 2023-2033 mainly consists of two parts as part I, part II and part III. The part I consists of the background study, preliminary studies, the need of the plan, the planning framework and the SWOT Analysis and the part II consists of Planning and Building guidelines and Zoning guidelines, proposed roads width, Building lines and reservations and the part III consists with the zoning boundaries, coordinates and with all the annexures.

Bandarawela Development Plan 2023-2033 has been prepared by the UVA Provincial Office, Urban Development Authority. This has been done with the advice and guidance of various Divisions and the resource persons of the Urban Development Authority.

Supervision

Mr.Nimesh Herath Chairman- Urban Development Authority, Plnr.N.P.K.Ranaweera Director General- Urban Development Authority, Archt. Mahinda Withanarachchi Additional Director General, Urban Development Authority, Plnr. M.P.Ranathunga Deputy Director General (Planning Zone –I)- Urban Development Authority, Plnr.W.A.Rupa Ranjani Director (Strategic Planning)- Urban Development Authority, Lawyer D.M.Kiriwaththuduwa Director (Legal Service), Urban Development Authority.

Planning Team

Supervision and Guidance – Plnr. L.M.S. Kumara Director (UVA Province), Plnr. H.G.W.S. Kumara Assistant Director (Planning).

Cordination preparation and documentation – Plnr Chamali Liyanage, Town Planer, Supportive Staff – Plnr. A.M’M.P. Kumara, Town Planer, Plnr. NadeepTharanga ,Town Planer, Plnr. Sathya Ravihari ,Town Palnner, Yasiru Ratnayake Developemnt Officer, W. K. Rangajeevani, Enforcement Officer R. M. S. Rajapaksa, Planning Officer, E. M. Indrasiri, Planning Officer, Shalika Lakmali Planning Officer.

Assistant Team

Strategic Planning Division	: UDA (Supervision, Monitoring and Gazetting)
Geographical Information System Division	: UDA (Providing Arc GIS Spatial data layers & Technical assistants)
Environmental & Landscape Division	:UDA (Preparation of the PORS, DRR, Conservation, Cultural & Heritage Plans
Cover page -Photography	: Chinthana Chathumal
Cover Page Formatting	: Chathura Paliskara

Acknowledgement

This development plan has been prepared to be implemented within the time period of 2023-2033 for the Bandarawela Municipal Council Area under the supervision of the Development Planning sector of the Uva Provincial Office of the Urban Development Authority. Presently, Bandarawela city is the main commercial city of the Badulla district which is witnessing rapid development within district. The main objective of this development plan is to develop this commercial city as a major tourist city for local and foreign tourists and a city that provides tourist services..

First, our sincere gratitude is extended to the Hon. Minister of Urban Development and Housing Mr. Prasanna Ranatunga who approved the Bandarawela Development Plan 2023-2033 under the provisions of the Urban Development Authority Act No. 41 of 1978 as amended by Act No. 04 of 1982.

Further, our special gratitude is extended to the Hon. State Minister of the Ministry of Urban Development and Housing Mr. Tenuka Widanagamage, and the Secretary of the Ministry, who provided the necessary guidance and support to make this task a success.

And, our special thanks are extended to Mr. Janaka Nishantha Ratnayake, the former mayor of the Bandarawela Municipal Council and the council members, and Mr. B. Kandasamy the former chairman of the Haputale Pradeshiya Sabha and the Council Members, Mr.T. Gajendrankumar, Commissioner of Bandarawela Municipal Council, Divisional Secretary of Bandarawela and all the officers of the office, Mrs. KMPC Kulasekera, Secretary of Haputale Pradeshiya Sabha and all staff, and all other public and private institutions officials.

Special thanks are also extended to plnr. Rupa Ranjani Director (Strategic planning) and Lawyer D.M.Kiriwaththuduwa Director (Legal Service) for their direct guidance and encouragement to complete this plan.

Also, we would like to express our heartfelt thanks to the entire staff, including the former and current Additional Director Generals, Deputy Director Generals, all Directors, Deputy Directors, Assistant Directors and other staff who have worked with dedication since the beginning to prepare this plan.

Finally, on behalf of the planning team, we would like to thank to Director (Environment and Landscape) and staff of the division, Director (Geographic information System) and staff , and all staff of the strategic planning division, for their continuous support to complete this plan successfully.

At last, a sincere thanks are delivered to all the stakeholders who have supported us to the successful completion of this important task.

Preface

Due to the current development trends in Bandarawela city, the need for a formal development plan has emerged in order to face the challenges successfully. Accordingly, the Bandarawela Development Plan has been prepared with the aim of achieving the goal of creating a sustainable city by analyzing the existing economic, social, physical and environmental conditions of the city. Furthermore, it is expected to provide guidance for the implementation of future development activities in the Bandarawela Urban area through this plan.

The part I consists of the background study. Preliminary studies, the need of the plan, the planning framework, the SWOT analysis and the plan. Part II consists of the Planning and Building Regulations and zoning regulations pertaining to the planning boundary, proposed road width, building lines and reservations for the period of 2023 – 2033. The Part III consist of the zoning boundaries with the coordinates and all the annexures.

Part One - Chapter 1 of the plan detailed out the meaning of the development plan, its legal context, the stakeholders of the plan, its context and the planning process followed. Chapter 2 & Chapter 3 respectively include the planning area, history of the area, boundary delineation of the area and need of the plan in detail. Chapter 4 Vision, Goals and Objectives while Chapter 5 include the detailed description on the baseline SWOT analysis for each Goal. Further, Chapter 6 of the plan describe the conceptual plan and proposed land use of the development plan. Under that the main strategic plans of the Bandarawela Development Plan such as physical and social infrastructure development strategies, economic development strategies, sustainable environmental development strategies and implementation strategies have been detailed out as sub sections.

Similarly, Part Two - Chapter 7 has been dedicated to describe planning & Building regulations and in chapter 8 described the identified zones and zoning regulations and Chapter 9 included proposed road width, building line and reservations.

Finally, the intention of this Authority and the Government of Sri Lanka is to implement the Bandarawela Development Plan 2023-2033 in near future

Hon. Minister's Foreword



“Towards realization of “Bandarawela” City Development...”

In accordance with the President Ranil Wickramasinghe's manifesto, in order to effectively realize the goals and objectives to build a fully developed Sri Lanka by 2048, it is vital to implement new development plans to steer the country towards the right direction.

The Urban Development Authority implements and enforces Urban Development Plans taking into consideration the existing gaps and inconsistencies prevailing among the cities of same district as well as among the districts of same province as a result of the country's urbanization process.

Accordingly, Development Plans have been published so far for 30 priority cities identified by the Urban Development Authority and another set of Development Plans targeting 50 cities are currently in the process of preparation and are planned to be legalized within this year. Bandarawela Development Plan is also one such plans and preparations are in place to formulate more plans in the year 2024.

Priority has been given in the Bandarawela Development Plan for the residential population and the threshold population obtaining services from the bandarawela town and there is potential to further develop it as a service centre. Also, the Development Plan has identified to utilize the existing environmental system as well as the places with economic value in a sustainable manner as it benefits the urban population.

The comments and suggestions of professionals, experts, stakeholders and community were obtained during the preparation of this plan and the planning approach adopted included utilization of modern analysis methods and technical tools.

The contribution made by the Chairman, Director General, Planning Team, and the relevant staff members of UDA who contributed to the Plan in numerous ways in order to successfully complete the plan is highly commendable. I believe that the Kesbewa Development Plan (2022-2032) will be successfully implemented through the cooperation and collective contribution of the relevant local authorities, state and private sector agencies and the general public.

Prasanna Ranathunga

Honorable Minister of Urban Development & Housing

Hon. State Minister's Foreword



The Urban Development Authority is an institution that performs a pioneering mission in the development activities of Sri Lanka, and its legal background has also been disclosed in accordance with 8 A (1) Section 8, Part II A, of the Amended Act No. 04 of 1982. It has been emphasized that it is essential to prepare development plans under that

legal guidance.

The development plans prepared under this background should be done for the realization of the currently announced vision of "a entirely developed Sri Lanka in the year 2048". Accordingly, to achieve the aim of a developed Sri Lanka, the objectives, goals and activities should be aligned as needed. For that, a re-urbanization plan should be prepared by involving all government departments to build a satisfied, virtuous society and a prosperous country with happy citizens. I believe that the Urban Development Authority should take the lead for the development and regulation of urban areas through that plan.

Therefore, I express my heartfelt gratitude to the planning team who played their role very responsibly in preparing this plan and to everyone who supported me in any way, and I hope that you all will contribute to create a fully developed Sri Lanka.

Honorable State Minister Thenuka Widanagamage
Ministry of Urban Development and Housing

Hon. Chairman's Foreword – Urban Development Authority



The Urban Development Authority is the main agency which is responsible for the planning and implementation of urban area management in Sri Lanka. The primary objective of the establishment of the Urban Development Authority in 1978 has been to promote and regulate the development of these areas through integrated planning and implementation.

Accordingly, the Authority has been empowered to prepare development plans for urban areas as declared by the Minister in charge under Section II A, Part 8 A (1) of the Urban Development Authority Amended Act No. 4 of 1982. Therefore, the Bandarawela Development Plan has been prepared, by taking into account the physical, economic, social and environmental aspects of the area.

The Urban Development Authority has prepared the Bandarawela Development Plan using modern planning strategies to be effective from 2023-2033. The Bandarawela Development Plan, by identifying the existing problems in the planning area, uses potentials optimally to ensure the favourable development of the area through adopting a strategic approach and, further development zones and zoning guidelines are guided by the development plan. Therefore, I request all the stakeholders and the public to contribute to the realization of the vision of this plan through the implementation of the plan that serves the public interest.

I would like to express my heartfelt thanks to the planning team of the Urban Development Authority for their support in completing the Bandarawela Development Plan within the stipulated time. I am also grateful to all the stakeholders and the community who have supported and contributed to the successful completion of these tasks and I hope that you will continue to extend your utmost support to the successful implementation of the plan.

Nimesh Herath
Chairman
Urban Development Authority

Municipal Council Commission's Foreword



Bandarawela city is a rapidly urbanizing commercial city that only second to the Badulla city in Uva province. In the face of this rapid urbanization, Bandarawela is expected to be developed as a major tourist town in Uva province and a center where tourist services are provided.

Also, the Bandarawela city is a major city in the UVA Province, which is taking very significant place in the residential, commercial, tourism, educational and agricultural aspects, with a favorable climate that can be attracted the local and foreign tourists due it's natural beauty and the existing topography.

Accordingly, I express my heartfelt gratiute for the Bandarawela City Development Plan prepared by the Uva Provincial Office of the Urban Development Authority, keeping in mind the vision of a "Blossomed holiday city" for the period of 2023-2033.

Further, with urbanization, it is also the responsibility of the Municipal Council to improve the facilities needed by the residents and migrant population of Bandarawela city, and I hope that this development plan will be a great help in achieving that responsibility. As the Municipal Commissioner, I am happy to say that the Bandarawela Municipal Council is taking the lead in moving along the right path together with the Urban Development Authority to achieve those expectations.

We all align to create a planned city.

T. Gajendrankumar

Municipal Commissioner

Bandarawela Municipal Council

Secretary's Foreword – Haputale Pradeshiya Sabha



The Eranawela Grama Niladhari Division of the Haputale Pradeshiya Sabha, which is included to the functional boundary of the major city in Uva province, is a part of the Bandarawela town where the residential community is more concentrated. Due to the rapid urbanization, the Bandarawela city is expected to develop in the future based on the tourism industry. Accordingly, the Gramaniladhari Division of Pradeshiya Sabha is making a valuable contribution in creating a comfortable environment for the residents.

Therefore, there is a need to promote development activities within this urban limit with proper regulation. This development plan has been prepared based on the requirement and accurately identified physical, social, economic and environmental condition of the area and develop it according to the development plan.

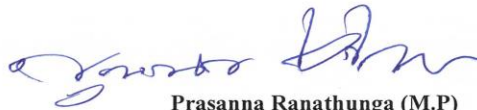
Accordingly, I express my heartfelt gratitude for the Bandarawela Development Plan prepared by the Uva Provincial Office of the Urban Development Authority, keeping in mind the vision of a 'Blossomed Holiday City' for the period of 2023-2033.

With the urbanization of Bandarawela town, the Haputale Pradeshiya Sabha has a great responsibility to provide the necessary facilities to the resident and migrant community in the part that belongs to the Haputale Pradeshiya Sabha, and I expect this development plan will provide clear guidance to fulfill that responsibility. For that, we as the Haputale Pradeshiya Sabha pledge ourselves to that responsibility and I believe that this plan will be implemented successfully.

K.M.P.C. Kulasekara
Secretary
Haputale Pradeshiya Sabha

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE LIMIT OF
BANDARAWELA MUNICIPAL COUNCIL
AND LIMIT OF PART OF THE HAPUTHALE PRADESHIYA SABHA**

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the limit of Bandarawela Municipal Council and limit of part of the Haputhale Pradeshiya Sabha, after consideration of recommendation made by the Board of Management of the Urban Development Authority on 25th May 2023 by virtue of the powers vested in me under section 8(F) of the Urban Development Authority (Amendment) Act No. 4 of 1982.



Prasanna Ranathunga (M.P)
Minister of Urban Development & Housing

Prasanna Ranatunga (M.P)
Minister of Urban Development and Housing
Ministry of Urban Development and Housing
2nd Floor, "Sethsiripaya"
Battaramulla

Ministry of Urban Development & Housing,
12th Floor,
Sethsiripaya Stage II,
Battaramulla.

.....14.5.2023



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The Gazette of the Democratic Socialist Republic of Sri Lanka
EXTRAORDINARY

අංක 2363/77 - 2023 අදාලුමසිල් මස 22 වැනි සිකුරාදා - 2023.12.22
No. 2363/77 - FRIDAY, DECEMBER 22, 2023

(Published by Authority)

PART I : SECTION (I) — GENERAL

Government Notifications

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE LIMIT OF
BANDARAWELA MUNICIPAL COUNCIL AND LIMIT OF PART OF
THE HAPUTHALE PRADESHIYA SABHA**

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the limit of Bandarawela Municipal Council and limit of part of the Haputhale Pradeshiya Sabha, after consideration of recommendation made by the Board of Management of the Urban Development Authority on 25th May 2023 by virtue of the powers vested in me under Section 8(F) of the Urban Development Authority (Amendment) Act, No. 4 of 1982.

PRASANNA RANATHUNGA (M. P.),
Minister of Urban Development & Housing.

Ministry of Urban Development & Housing,
12th Floor,
"Sethsiripaya" Stage II,
Battaramulla,
14th December, 2023.

EOG 12 - 0335/1



1A-PG 6582 - 21 (12/2023)

This Gazette Extraordinary can be downloaded from www.documents.gov.lk

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PART I: SEC. (I) - GAZETTE EXTRAORDINARY OF THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA - 22.12.2023

**NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL
LIMIT OF BANDARAWELA AND PART OF LIMIT OF HAPUTHALE PRADESHIYA SABHA**

NOTICE is hereby given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8(G) of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 4 of 1982 that I, Prasanna Ranathunga, the Minister in charge of the subject of Urban Development & Housing, by virtue of the powers vested in me under Section 8(F) of the said Act, No. 4 of 1982 have approved the Development Plan for the Municipal Council Limit of Bandarawela and Part of Limit of Haputhale Pradeshiya Sabha prepared under Section 8(A) of the said Act on the day of 14th December, 2023.

PRASANNA RANATHUNGA (M. P.),
Minister of Urban Development & Housing.

Ministry of Urban Development & Housing,
12th Floor,
"Sethsiripaya" Stage II,
Battaramulla,
15th December, 2023.

EOG 12 - 0335/2

**APPROVAL OF THE DEVELOPMENT PLAN FOR MUNICIPAL COUNCIL
LIMIT OF BANDARAWELA AND PART OF LIMIT OF HAPUTHALE PRADESHIYA SABHA**

PUBLIC are hereby informed that the Development Plan prepared for the Municipal Council Limit of Bandarawela and Part of Limit of Haputhale Pradeshiya Sabha under Section 8(A) of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 4 of 1982, has been approved on 14th December 2023, by Hon. Prasanna Ranathunga, Minister of Urban Development & Housing, by virtue of powers vested on him under Section 8(F) of the said Act.

NIMESH HERATH,
Chairman,
Urban Development Authority.

15th December, 2023.

EOG 12 - 0335/3

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Chapter

Background of the Development Plan

Chapter One

Background of the Development Plan

1.1 Introduction

A city's interrelationships and trends among its social, economic, political, and environmental features serve as a solid foundation for determining the path of the city's future growth. As a result, it is crucial to take into account these variables in the process of preparing a development plan.

The Urban Development Authority has been established under Section 2(1) of the Urban Development Authority Act No. (41) of 1978 of the **National Assembly**, which is mainly responsible for the economic, social and physical development of areas declared by the Minister in charge as an Urban Development Area. Also, under Section 8 (a) of the Act, the Authority has been empowered to prepare integrated plans for the declared areas and to implement and promote physical development of those areas.

According to the section 8B (1) of the Urban Development Authority (Amendment) Act No. 4 of 1982, it is empowered to prepare development plan with the future vision by improving the existing potentials and opportunities of the city in order to mitigate the effects of existing weaknesses and risks and to develop the city properly.

Accordingly, the town of Bandarawela, which is a major commercial center of Uva province, has been declared as an urban development area by gazette papers 100/04 and 04.08.1980 and gazette number 1836/14 dated 13.11.2013.

The Urban Development Authority initiated to prepare development plan for the Bandarawela Urban Area for the period of 2023-2033 based on the development needs in this area.

1.2 Stakeholders of the Development Plan

The Key stakeholders who contributed to the formulation of the Bandarawela Development Plan 2023- 2033

- i. Uva Provincial Office, Urban Development Authority
- ii. Bandarawela Municipal Council

Government and Semi-Government Institutions which provided the main consultancy

- i. Badulla District Secretariat
- ii. Bandarawela Divisional Secretariat
- iii. Bandarawela Pradeshiya Sabha
- iv. Haputale Pradeshiya Sabha
- v. Water Supply and Drainage Board
- vi. Ceylon Electricity Board
- vii. National Building Research Organization
- viii. Road Development Authority
- ix. Department of Railways
- x. Department of Land Use Policy Planning
- xi. Department of Archaeology
- xii. Bandarawela District Hospital
- xiii. Ministry of Sports
- xiv. Board of Investments
- xv. Department of Agricultural Development
- xvi. Department of Agriculture
- xvii. Provincial Road Development Authority
- xviii. Provincial Ministry of Tourism
- xix. Central Environment Authority
- xx. Office of the Provincial Land Commissioner
- xxi. Bandarawela Depot
- xxii. Sri Lanka Telecom
- xxiii. National Housing Development Authority
- xxiv. Zonal Education Office - Bandarawela
- xxv. Sri Lanka Police
- xxvi. Sabaragamuwa University

Other stakeholders

- i. Bandarawela Trade Association
- ii. Wholesale Trade Association
- iii. Bandarawela Hotel Owners Association
- iv. Threewheeler Owners Association
- v. Facebook social media network

1.3 Scope of Development Plan

Bandarawela Development Plan outlines the city's future development strategy. An in-depth assessment of the city's existing situation is undertaken here, and the desired future scenario is developed on the basis of that. Accordingly, it has been proposed to make Bandarawela, which is considered the main commercial city of the province of Uva, an economically effective and efficient city responsive to all social strata for the residents of the city and for people who come to get services. The Bandarawela Urban area covers an area of 10.5 square kilometers and consists of 16 Grama Niladhari Divisions belonging to the Bandarawela, Haputale and Ella Divisional Secretariats. The population of the urban area is 38,856 by the 2020.

According to the urban hierarchy of Uva province, Badulla city can be identified as the first order city, and Bandarawela and Monaragala cities identified as the second order cities. Bandarawela has grown as a major commercial center in the region. Badulla as a city that has developed based on the administration and health services.

The most immediate reason is the promotion of tea cultivation as a commercial crop throughout the highlands during the colonial period, and the development of the highland railway transport line by the 19th century. With the expansion of the tourism industry, Bandarawela has transformed into a commercial and tourist destination with the formal plantation, the development of transportation infrastructure, the favorable climate for the tourism industry, the presence of scenic locations, the cultivation of flowers and vegetables, and the existence of locations like Adisham Bungalow and Lipton Sheet, which can attract the tourists.

Due to the favorable climate around the city, vegetable and flower cultivation has a significant place. As a result, it has been noticed a boom in trading services for vegetable and flowers cultivation in and around the city. These agro-economic crops play a unique role in driving the city's economy, and the Bandarawela wholesale market and private vegetable buyers also play an active role in this context. In addition, Bandarawela serves as the main business hub for the Uva Province, with its retail shops, textile outlets, restaurants, take aways, bakeries, book shops, public and private banks, and other financial organizations located in the city.

The tourism sector will get benefits from the favorable climate of Bandarawela city. The Upland Railway and the nearby tourist attractions are unique here. Accordingly, the city has become popular as a destination for both foreign and local tourists.

Additionally, well-known educational institutions which were in the Colombo city like Joseph Vidyalaya and St. Thomas Vidyalaya located in the vicinity of Bandarawela city, helped to intensify the development of the city. Accordingly, nearly 19 schools are located within the Bandarawela Municipal Council area. In order to get the services of these schools, Students from areas like Hambantota, Buttala, Wellawaya, Badulla, Monaragala, Ampara, Mahiyangana, Girandurukotte, Welimada, Diyathalawa, Balangoda, Kappetipola, Kandy and Nuwara Eliya travelling to Bandarawela city.

In addition to this, the Divisional Secretariat office, Sri Lanka Telecom, municipal Council, Water Supply Board, Department of Agriculture, Department of Agricultural Services etc. are located as government institutions, within the city and large number of people come to the city daily to get the services from these institutions.

However, today Bandarawela city is a major commercial center with 70,000 - 80,000 people moving daily.

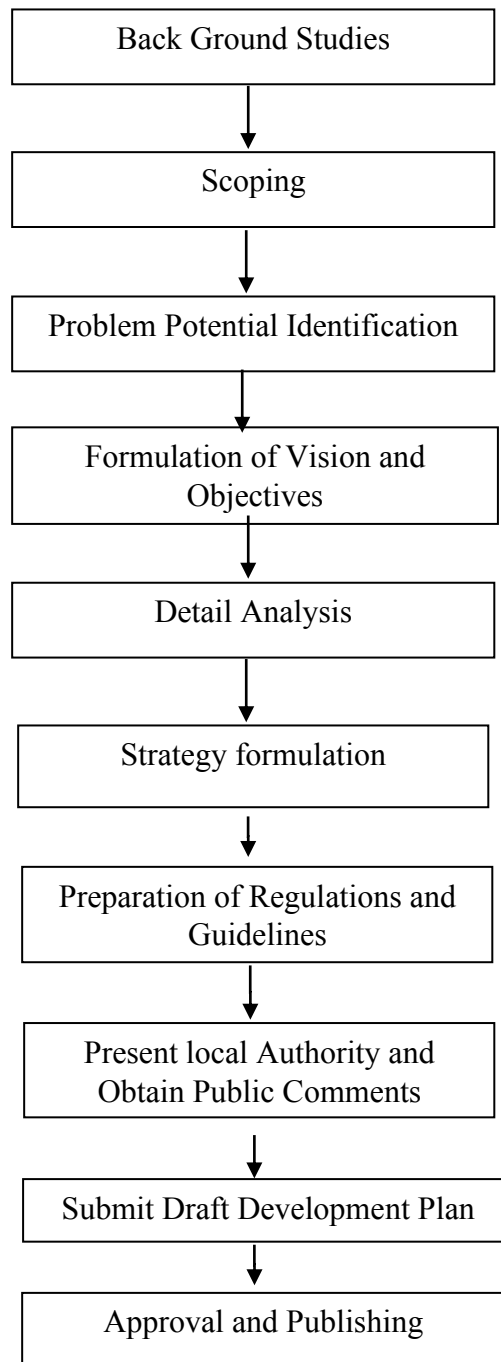
According to the National Physical Plan published by the National Physical Planning department, Bandarawela City is located in the Central Fragile Area. According to the National Physical Plan 2050, Bandarawela city also belongs to the cluster of agriculture-based industries. Thus, this city development plan is expected to make the city a developed city in terms of industry, tourism, commerce and education based on the production of environmentally friendly agro-food crops in accordance with the national plan. Apart from above, it is anticipated that Bandarawela will experience development pressure as a result of the intention to build a light industrial park through the nearby Wellawaya town which is very close to the city. It is proposed that agricultural crop-related industries to be developed in order to boost Bandarawela city's economy through the National Physical Plan.

Thus, this city development plan is expected to develop the city in terms of industry, tourism, commerce and education based on the production of environmentally friendly agro-food crops in accordance with the National Physical Plan.

1.4 Planning Process

The planning process followed for preparing the Bandarawela development plan is given below,

Chart No. 1.1 planning Process



Background Studies

Under the background studies, the historical coverage of the area, population, housing information, vehicle circulation, adequacy of infrastructure, economic structure, land use, etc. have been collected from the institutions such as Divisional Secretariat- Bandarawela, Bandarawela Municipal Council, Bandarawela Railway Station, National Building Research Institute, National Water Supply and Drainage Board.

Scoping

The existing nature of Bandarawela city nationally and regionally was identified at this stage. Accordingly, Development projects identified align to guideline given through Uva Regional Plan and National Physical Plan 2030 and the draft National Physical Plan 2050. Under this, the proposed development projects and proposals for the city were identified through the subject areas of the respective institutions that provide infrastructure facilities. Then the existing situation was analyzed and the situation of city was well identified.

Identification Of Problem and Potentials

In order to identify the problems and potentials related to the city, the root cause analysis method, the environmental zone analysis method, the development pressure analysis method, the land price analysis method have been used. The stakeholders' meeting was also used to identify the development potentials and problems for the development of Bandarawela city. The priority of the identified problems was also defined based on the priority matrix method.

SWOT Analysis

The SWOT Analysis was used in the descriptive analysis. Under this analysis mainly focus for the strengths, weaknesses, opportunities, and threats in accordance with the specified Goals.

Strategy Formulation

Strategic plans and projects were developed in accordance with the defined Vision, Goals, and Objectives, including a zoning plan, infrastructure service plan, economic strategy,

environmental sustainable development plan, archeology and historical conservation plan, and infrastructure service plan. Strategic initiatives were prioritized depending on the impact of the identified problems and potentials.

Preparation of Regulations

The regulations and guidelines for the construction of buildings and land use required for the implementation of the development plan were prepared and special attention was given to carrying out the development works (excavation) in slope areas in such a way as to adapt to the environment.

Present to Local Authority for Obtain Public Comments

The draft plan was sent for public comment before the implementation of the development plan. A stakeholder workshop has been conducted for the awareness of the public.

Submission of Draft Report

The final draft development plan was revised with the suggestions and comments after public consultation and submitted to the Main Planning Committee/Development Planning Division for the recommendation.

Approval and Publication

After obtaining the recommendation of the Main Planning Committee and forward to the board management of the Urban development Authority for approval. And finally the draft Development plan forward for the approval of the Hon. Minister, it will be gazetted and enacted.

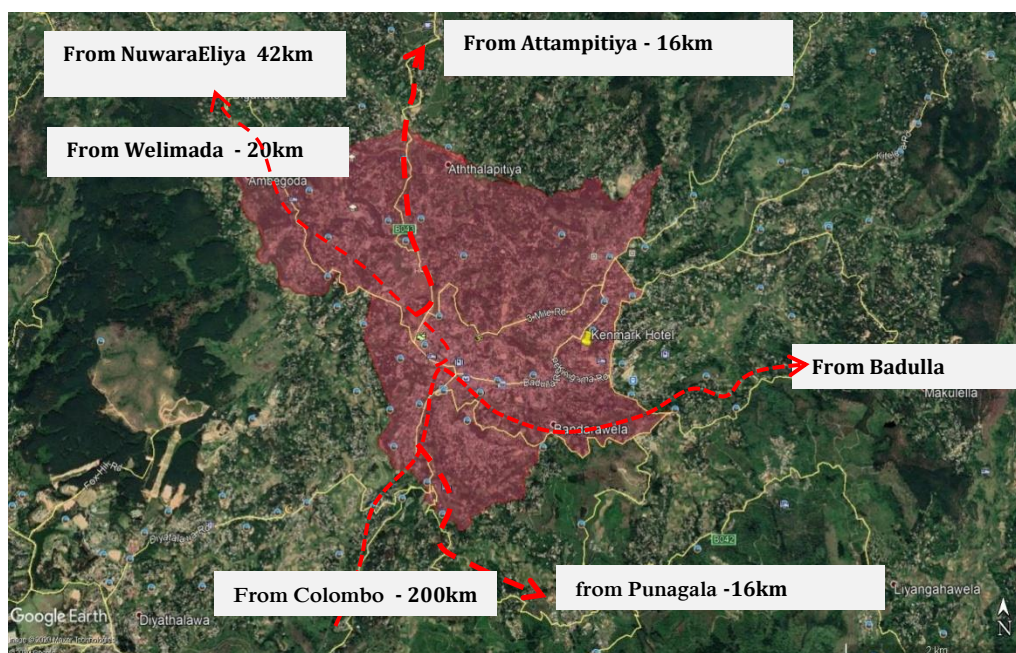
Chapter Two

Background studies

2.1 Study Area

Bandarawela has a unique place among the commercial cities of Badulla District of Uva Province. Bandarawela town is located about 200km from Colombo and it is also a major junction located on the Colombo-Badulla (A16) main road. It is located between 6.8° - 6.9° North Latitude and 80.99° - 81.12° East Longitude. Haliela Pradeshiya Sabha is located in the North, Ella Pradeshiya Sabha is in the East, Haputale Pradeshiya Sabha is in the West and Bandarawela Pradeshiya Sabha is in the South.

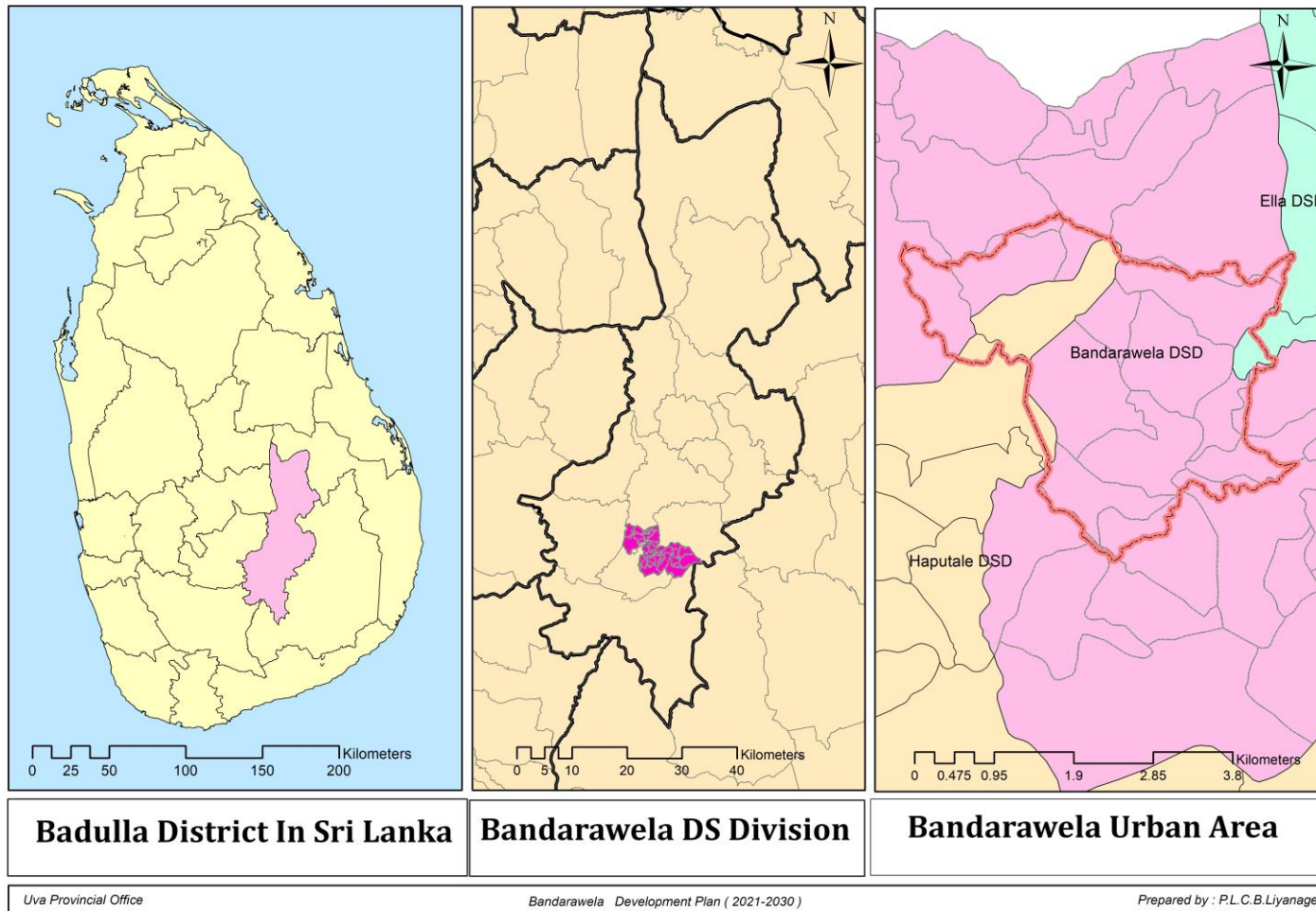
Picture No. 2.1 : Location of Bandarawela Town



Source :Google Earth,2021

An area of 36 square kilometers was selected For the study area including 24 Grama Niladari Divisions interspersed with the Bandarawela Municipal Council. These Grama Niladhaari Divisions belong to Bandarawela, Haputale and Ella Divisional Secretariat Divisions. (Map No. 2.1)

Map No. 2.1 Location Of Bandarawela Town



Source: Urban Development Authority, 2022

2.2 Boundary Delineation

2.2.1 Introduction

Three types of studies were primarily studied to determine the planning boundary for the preparation of the Bandarawela Development Plan. Accordingly, it has been considered the Functional Boundary, Geographycal Boundary, and Administrative Boundary.

2.2.2 Functional Boundary

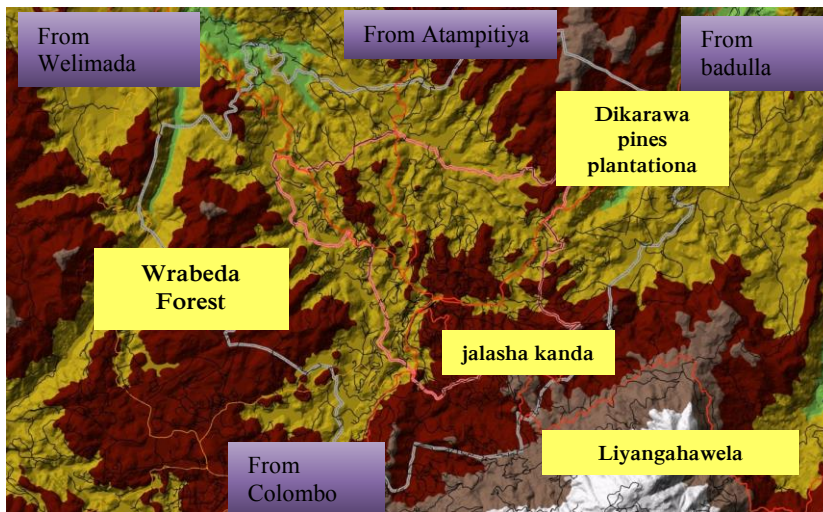
In identifying the Bandarawela planning area, population density and building density were studied. The areas with the highest population density were studied and the highest population density was recorded around the Bandarawela urban area. Also, in the building density study, the highest building density and distribution can be seen within the Bandarawela Municipal Council area.

Accordingly, the functional boundary was identified after all of these variables were examined using the development pressure analysis (Map No. 2.2). Spatial distribution of development pressure was identified by superimposing all the factors, such as the population density of the city, land price, building density, land use pattern, etc. with higher and lower land values for existing and potential landslide disaster areas. Through this analysis it has been identified the existing urban area and urban sprawl goes towards Diyatalawa.

2.2.3 Geographical Boundary

The TIN study method (Triangular Irregular Network) and the watershed analytical method has been used to identify the geographical boundaries for the Bandarawela development plan. The of Bandarawela town can be identified as a linear town spread out mainly on both sides of the A16 Colombo-Badulla main road and the road towards Welimada. The town is bounded by the Liangahawela hills and tea estates on the South, the Dikarawa pine plantation on the North, and the Erabedda forest reserve on the West. It was also recognized that the land with steep slopes has become an obstacle for the expansion of the city beyond the currently declared urban area..

Picture No 2.2:Geographical Location of the Study Area

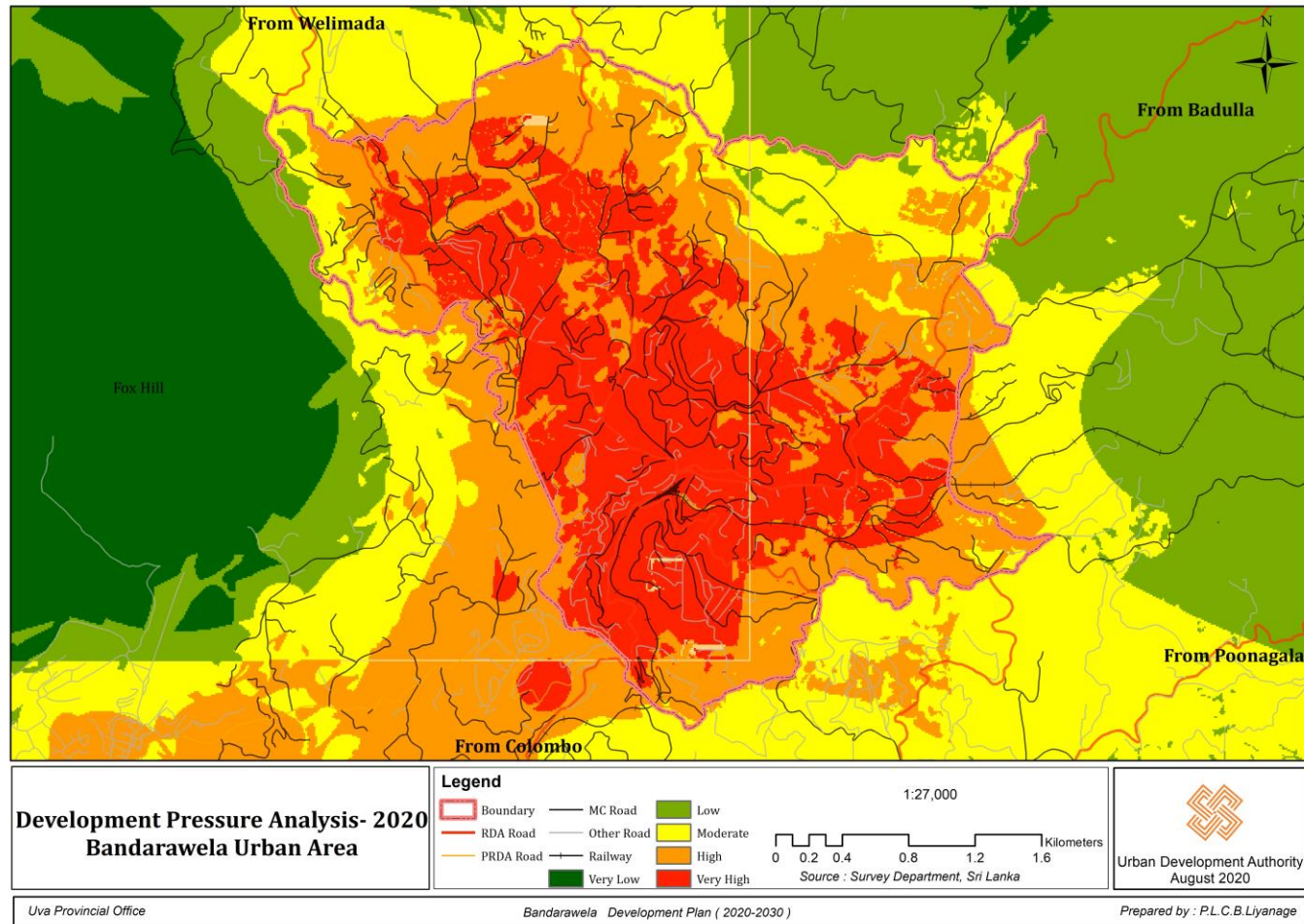


Source : Google earth, 2023

2.2.4 Administrative Boundary

There are Garama Niladari Divisions for the selected study area, which are part of the Bandarawela, Ella, and Haputale Divisional Secretariat Divisions. These areas are belonged to the Haputale Pradeshiya Sabha and the Bandarawela Municipal council as local Authorities.

Map No. 2.2: Development Pressure Analysis



Source: Urban Development Authority,2022

2.2.5 Planning Boundary

Considering the geographical boundary, it was recognized that the development is limited to the existing urban boundary due to the existing steep slopes. However, it was found in the analysis of administrative boundaries that the area with the highest activity in the city is not only the Bandarawela Municipal Council boundary, but also the Eranwela Grama Niladari Division belongs to the Haputale Divisional Secretariat.

Therefore, it was determined that the urban area, which includes part of 16 Garama Niladari divisions belonging to two local Authorities was identified as suitable for the planning boundary as compared to the Functional boundary.

2.3 Planning and Situational Context

Under the planning and situational framework, the physical, social, economic, and environmental conditions of Bandarawela city were examined. The Bandarawela area, which is in the wet and dry intermediate climatic zone, is located roughly 1200 meters above sea level. Considering the historical background of the area, there are still evidences that it was a paddy fields and water catchment area in the early days.

It is stated in Uva's genealogy that Bandara's + Wela was added to the population as Bandarawela due to the wela owned by a person named Bandara. Bandarawela is also famous as a land where prehistoric evidences have been found going back many centuries. The site of the current Department of Meteorology is an open-up premise, where prehistoric man's weapons were manufactured. In addition to this, the Dova Raja Maha Viharaya, located adjacent to the city, is known as a place where King Valagamba also hide during the kingdoms.

According to the concept of cities, Bandarawela has been started to be built during the British era. Cultivation of tea as an economic crop on all the hilltops of Uva province started in 1860. During this period, the entire Uva province was controled under a ruler named A.H Gordn. The hill country railway was established to transport tea and was expanded from Bandarawela to Badulla during the period of 1840-1924. Until 1894, Bandarawela was considered as a major service intersection for tea transport. Also, the favorable climate in the city was esteemed by many British rulers who were in power at that time, and Bandarawela was selected as their resort area. The Bandarawela Hotel, which

still stands today, is considered to have been established in 1893. At the time, this hotel was known as the resort of Tea Producers.

Picture No. 2.3 : Old Pictures in bandarawela City



Dharmawijaya Mawatha Bandarawela

Dharmawijaya Mawatha



1957 සිරිල් සේනාරත්න අංක 1

1957- main Street



Post Office

Post Office



Bandarawela Lake



Bandarawela Hotel

Source : Internet, 2020

Similarly, several structures constructed during British Era can be found through out the city. Accordingly, St. Anthony's Church and Methodist Church, which were religious places of the English community, still exist today. Also, the old courthouse, post office, railway station, etc. which were created due to the start of Bandarawela services as a city still bear witness to the fact that Bandarawela was a city born during the colonial period. Schools such as St. Thomas, St. Joseph, and Vishaka College, which were limited to the Colombo district during second world war, attempted to expand the school from Colombo to the regional cities for the protection of the children. Bandarawela city was identified as a safer place, and those schools were established in bandarawela city in the period of 1940 - 1950.

When considering the administrative development of Bandarawela town, in 1833, Badulla was governed under the local board. In the year 1933, the Village Urban Council was formed consisting of 2 Grama Niladari Divisions or 5 Urban Wards. In 1939, it was expanded to 7 grama niladhari Divisions and the Urban Council was established. Municipal Council was proclaimed in 2011 including 8 Grama Niladari Divisions in full and parts of another 7 Grama Niladari Divisions. This is very popular being the main intersection of the A16 Badulla - Colombo route and a unique station on the Upland Railway. There are two factors that have contributed to Bandarawela's national recognition. First, as a center for the cultivation and distribution of agricultural crops and flowers. Bandarawela wholesale market and private flower producers play an important role there. Although the economic center of Kappetipola is close to the area, Bandarawela wholesale market has gained national recognition due to its geographical location and easy access with other cities.

Secondly, the tourism industry is a distinctive aspect that contributes to Bandarawela's national significance. As a result, not only local but also foreign tourists have appreciated the area's favorable climate and natural beauty. Tourists arrive at Bandarawela through the existing road network as well as the upland railway.

In terms of regional connections, access to Badulla town from the East and access to Diyatalawa-Haputale from the West via the A 16 road. Also, Welimada town can be reached from the North along the Welimada B044 road and Atampitiya town along the B43 road. Regionally, people coming from these areas to Bandarawela city based on several factors. Regionally, Bandarawela is unique in terms of getting the necessary services and facilities for the production of crops in the farmlands around the city, for trading those crops, for buying textiles, for tourist attractions, for getting educational services, and for getting administrative services.

It is proposed to develop Badulla as a national city under the Vision of Prosperity in the National Policy. It is proposed to develop the city by considering historical, economic and social relations. Bandarawela city has been planned as a commercial city based on future development requirements while developing the Badulla as the administrative capital of Uva Province.

Badulla has been recognized as a third order city among the national level cities according to the urban hierarchy prepared according to the National Physical Plan. Compared to that, Bandarawela is a fourth order city.

Although a development plan was drafted for the city of Bandarawela, , during the period of 1987-2001, it has not been published in the gazette or implemented in practise. (Map No. 2.8) But in the zoning plan of the draft development plan, zones have been reserved for tourist hotels, which clearly explains the place for the tourism sector of the city's economy.

However, with the intervention of the Urban Development Authority and the Bandarawela Municipal Council, many projects have been carried out for the development of the city. Regionally the first western-inspired Commercial center was built in Bandarawela town. Also, the relocation of the Bandarawela main bus stand which was dilapidated in a new location by the year 2014 is also a unique project.

The Uma Oya multi-purpose scheme is a project in which water taken from the Puhulpola Reservoir built across the Uma Oya which flows through the Welimada area, goes to the Ali Koti-Ara Reservoir within the Wellawaya area, through a tunnel. This project was expected to meet the drinking water needs of the Southern Province, generate hydropower and supply water to agricultural lands in the Hambantota area. As a result, 145 cubic meters of water per year were predicted to be diverted to cultivate land, 230 gigawatts of electricity generated, and 120 megawatts of energy generated. However, groundwater seeped in some places above the tunnel due to a technical fault of the project. Accordingly, there is no well water within the Grama Niladhari Divisions in the western part of the Bandarawela town such as Bidunuwewa, North Kabillewela, Tanthiriya, Palleperuwa, Kinigama, Maha Ulpatha, Vavallapitiya, and Bandarawela West. This has resulted for the significant environmental and property damage and the water deficit in the Bandarawela area became a critical.

Land Use Pattern

The current land use pattern within the Bandarawela urban area was studied using the land use pattern prepared by the Survey Department in 1999 and the land use maps prepared by the Urban Development Authority in 2020.

Considering the land use pattern within the year 1999 of Bandarawela city, it is noted that the more land use has been allocated for residential, paddy and tea cultivations. In the study of the 2020 land use map, commercial, institutional uses, and tourism uses have been added to the land use map as the latest elements. It is clear that the economic pattern with the changes, the land use pattern of Bandarawela city has become complicated by the year 2020 comparatively to the year 1999. Bandarawela has achieved growth in terms of economic structure by the year 2020. (Map No. 2.3)

As of 2020, the majority of the city's land use will be residential, accounting for 61% of the total land area. Also, nearly 2% of the total land area has been used for commercial purposes, 1.2% for institutional uses, and 1.5% for tourism. Although 12% of the land was used for tea cultivation in 1999, by the year 2020, 3% of the land has been used for tea cultivation. Grassland, which was 19% in 1999, has dropped to 2.7% in 2020. Urbanization around Bandarawela city is the reason for this rapid land use changes.

Land cover analysis was done to identify changes in land use, satellite images of 2013 and 2023 were used for this purpose. Accordingly, apart from the city center, North Kabillawela, Gaswatta and Jalashaya Kanda are particularly prominent as the areas with spanning the buildings by the year 2013. The building density has increased in the above mentioned areas by the year 2023. The relevant areas are major residential areas and it is observed that the building expansion has grown rapidly from 2013 to 2023. According to calculations it was identified that 1.32 square kilometers have been converted into built-up areas by the year 2023 as compared to 2013. (Map No.)

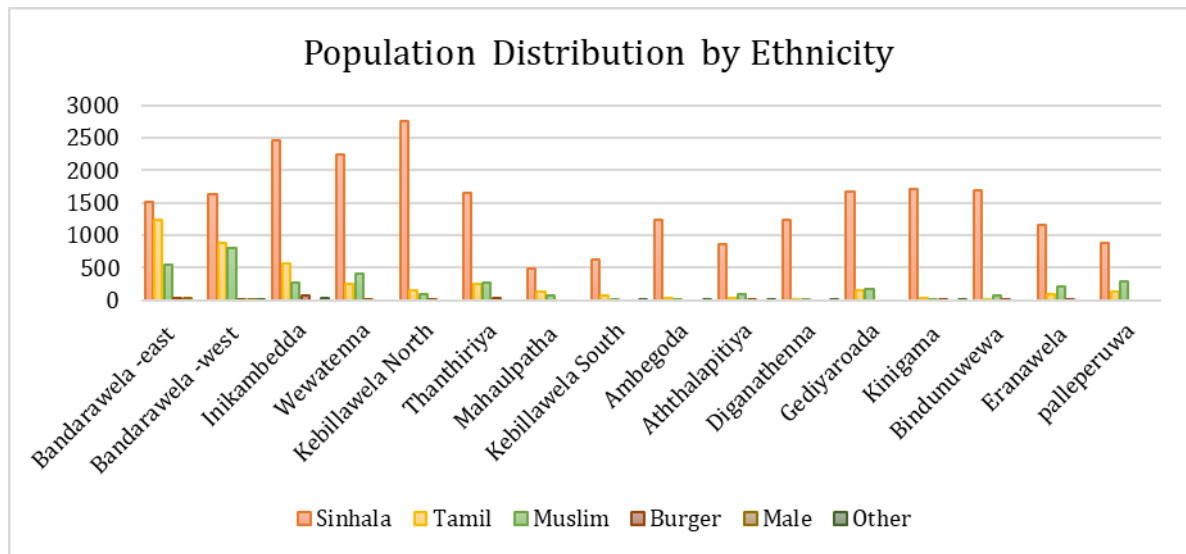
Apart from this, there has been an adverse effect on waterways and other water sources based on those development. According to that, in the period of 20 years from 1999 to 2020, waterways, which were 0.5% of the total land, have decreased to 0.15%. This has led to the encroachment of waterways and watersheds due to development activities. The special features identified under this can be stated as follows.

- Subdivision of land reserved for natural grasslands, paddy fields and waterways.
- Increase of land use for activities such as tourism, institutional, commercial use etc.
- Residential use gradually increasing at a lower rate.
- Land used for tea and other crops is gradually decreasing.

Population

According to the resource profile of Bandarawela Divisional Secretariat for the year 2020, Bandarawela urban area consist with population of 38856. It has a population growth rate of 1.24% and it is expected to increase up to 43,880 by the year 2033. In 2012, the population density was 34 per hectare and by the year 2020 it has increased up to 37 persons per hectare. Also, by the year 2033, it will change up to 42 persons per hectare. Compared to the average growth rate of Sri Lanka of 0.7% and Badulla District population growth rate is 0.39%, it appears that Bandarawela urban area has a high population attraction. The reasons for this high population attraction are commercial places, popular schools and educational institutions, tourist attractions. Inikammedda and Tanthiriya Grama Niladari Divisions can be introduced as high population density areas in 2020.

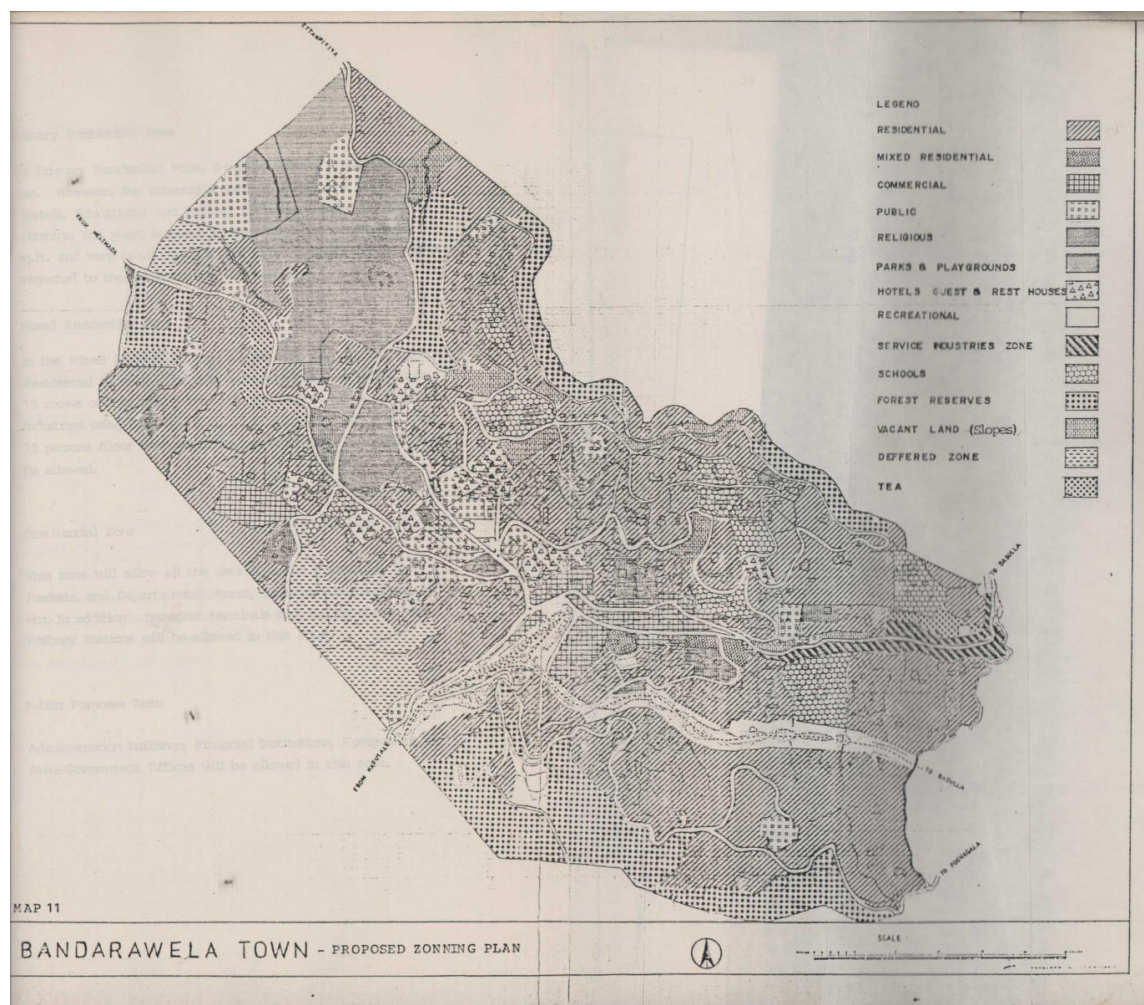
In terms of gender distribution, 52% of the population is female and 48% is male. Considering the classification of races, 76% are Sinhalese, and considering the Grama Nialdari Divisions, there is a significant population of Tamils and Muslims in Bandarawela West and East Grama Niladari Divisions. In all other the Sinhalese ethnic group is predominant. Also, in terms of religion, the population following Buddhism is important. There are Tamils and Muslims living only in Bandarawela East and West grama Niladhari Divisions. It is a common trend in the area that Muslims and Tamils to build their residences mostly in the city itself. Accordingly, it can be seen that their religious places are mostly located in the center of the city. (Chart No.2.1)

Chart No. 2.1 : Population Distribution by Ethnicity- GN Division Level

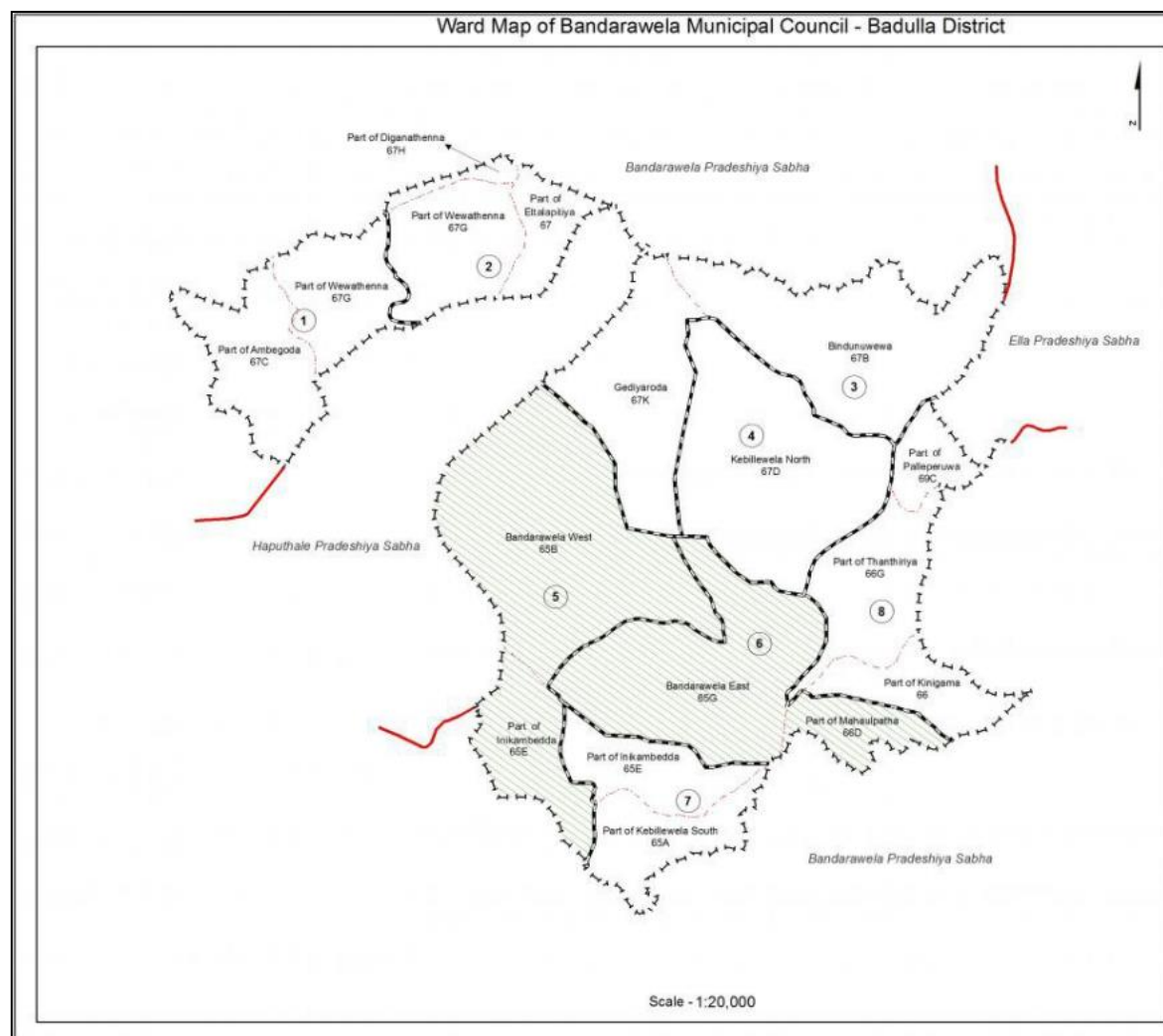
Source : Resource Profile, Bandarawela Divisional Secretariat- 2020

In terms of the area's workforce, 87% of the population is between the ages of 15 - 60. It can be identified as a positive scenario for the city's operation.

Map No. 2.3 : Bandarawela Zoning Plan-1987-2001

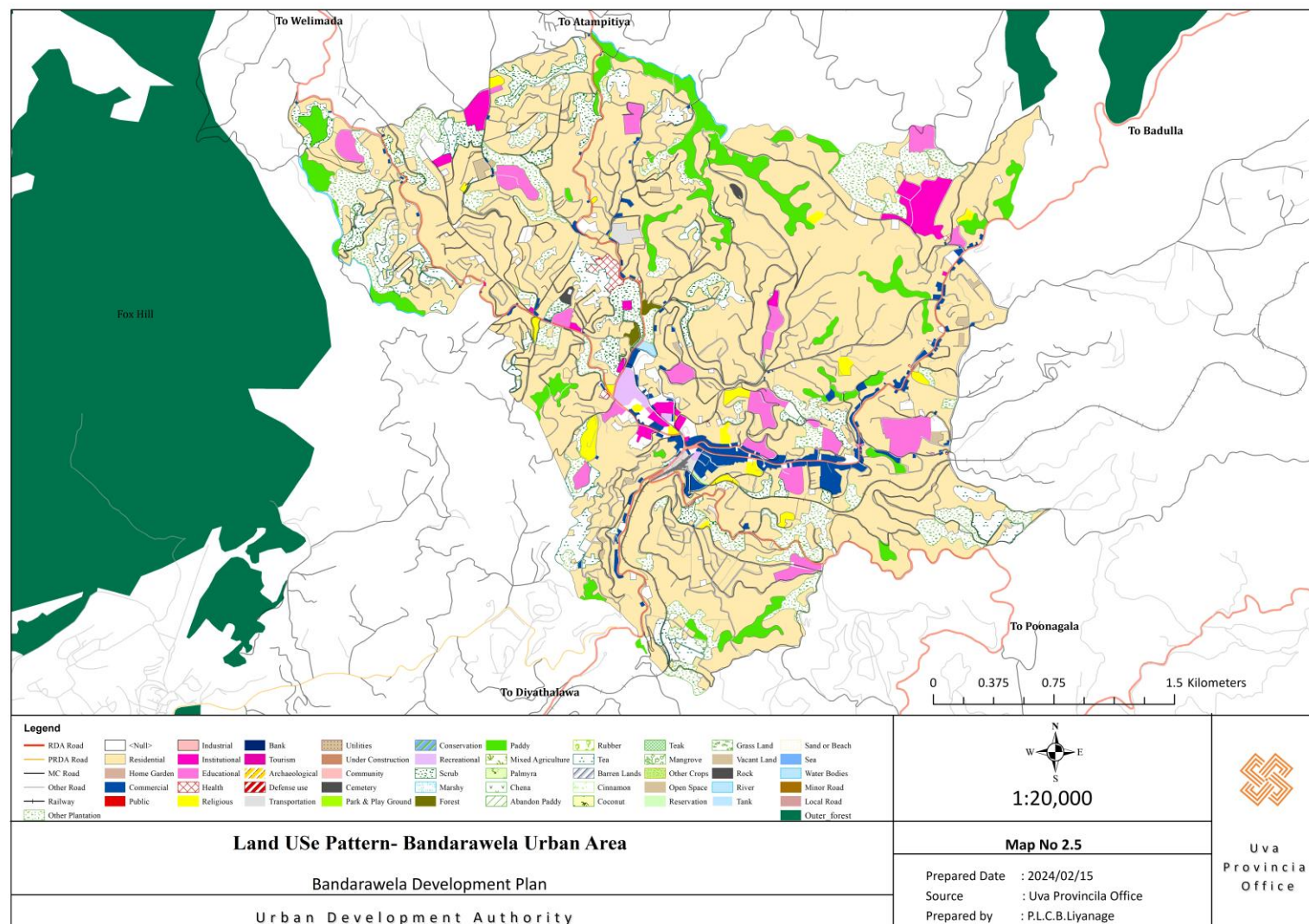


Source: Urban Development Authority, 2023

Map No. 2.4 : Bandarawela Municipal Limits

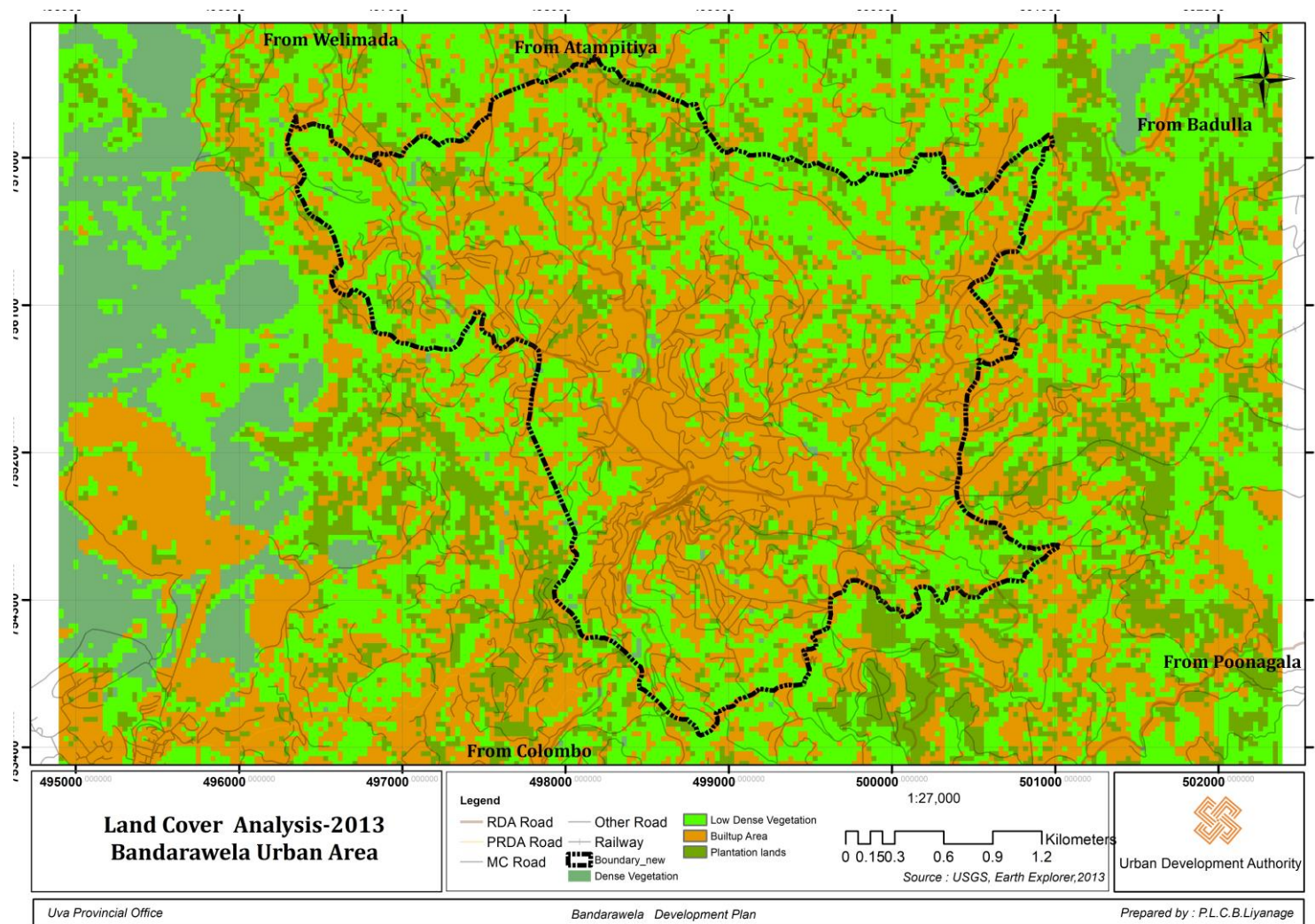
Source: Ministry of Provincial Councils and Local Government Affairs, 2020

Map No. 2.5 : Land Use Pattern – Bandarawela Urban Area



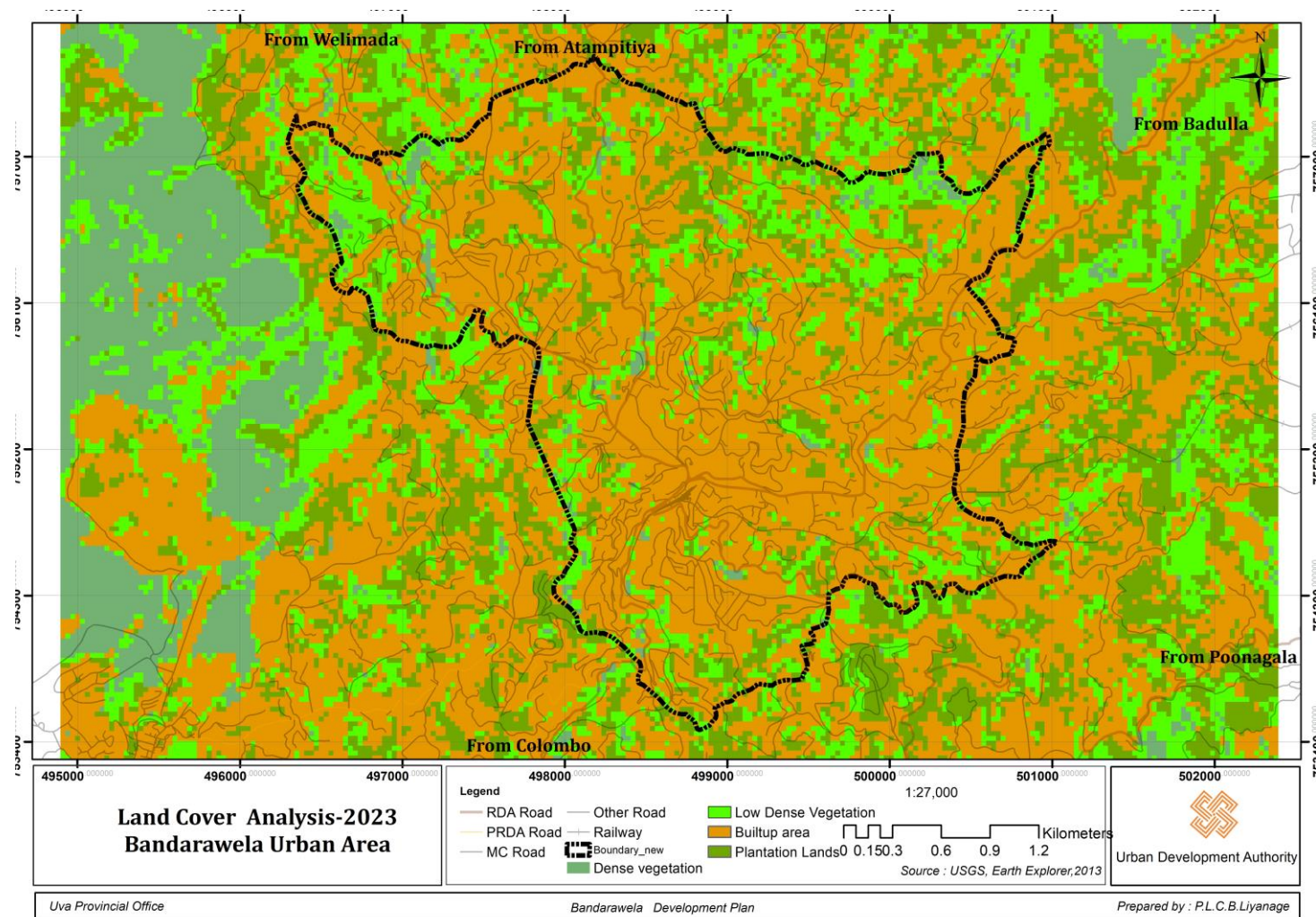
Source: Urban Development Authority, 2022

Map No. 2.6 : Land Cover Analysis – Bandarawela Urban Area- 2013



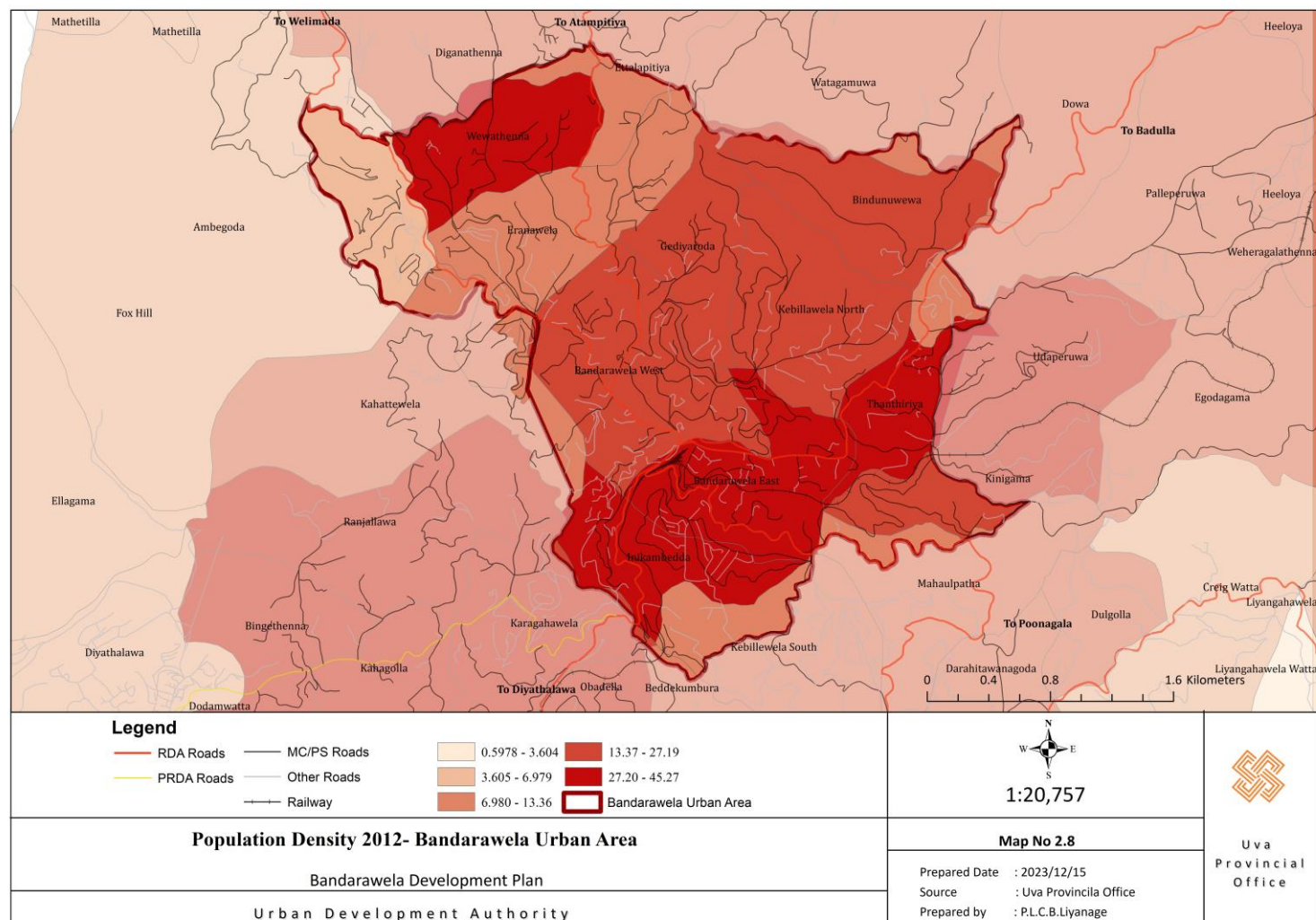
Source: Urban Development Authority, 2013

Map No. 2.7 : Land Cover Analysis – Bandarawela Urban Area - 2023



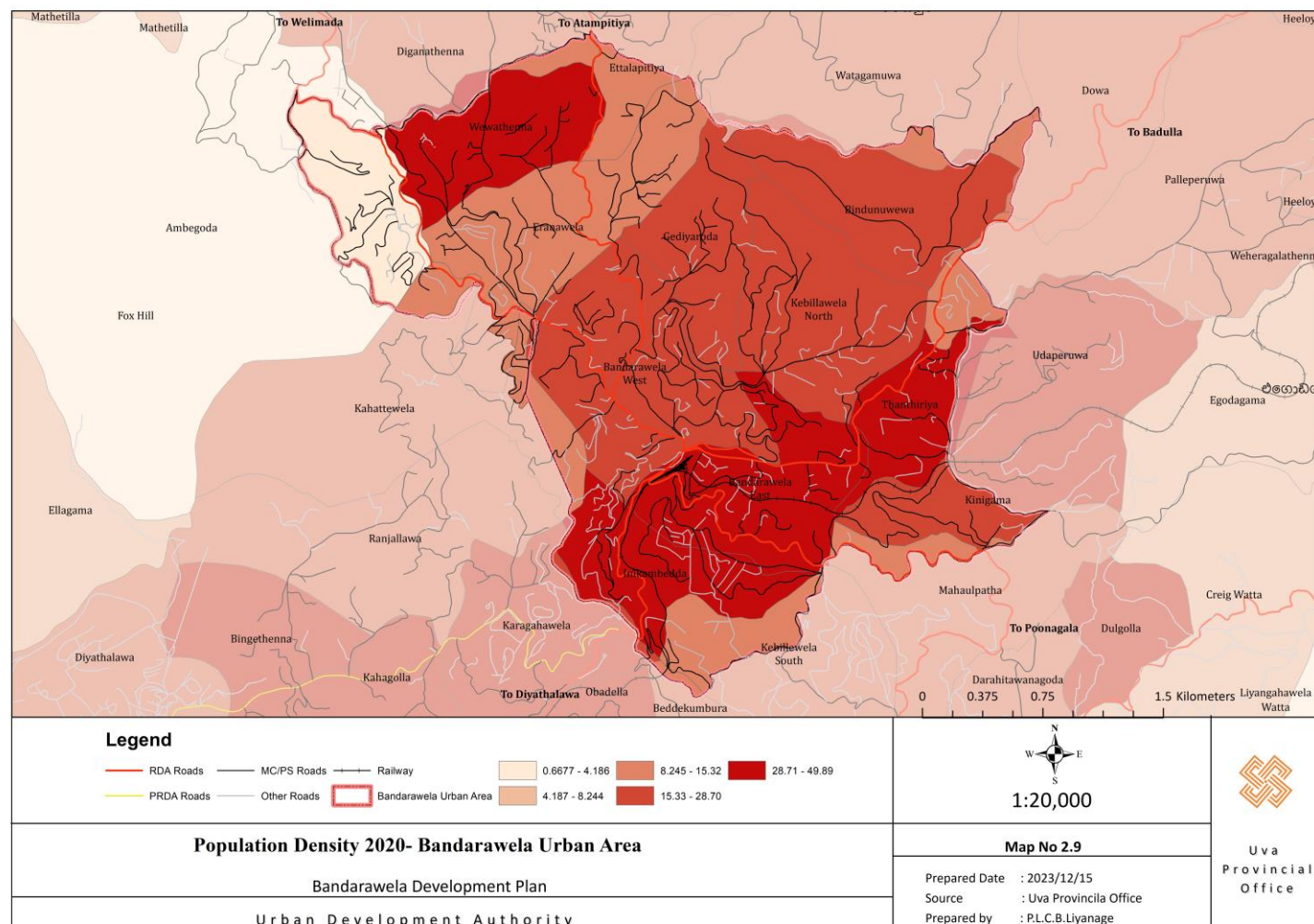
Source: Urban Development Authority, 2023

Map No. 2.8 : Population Density - Bandarawela Urban Area -2012



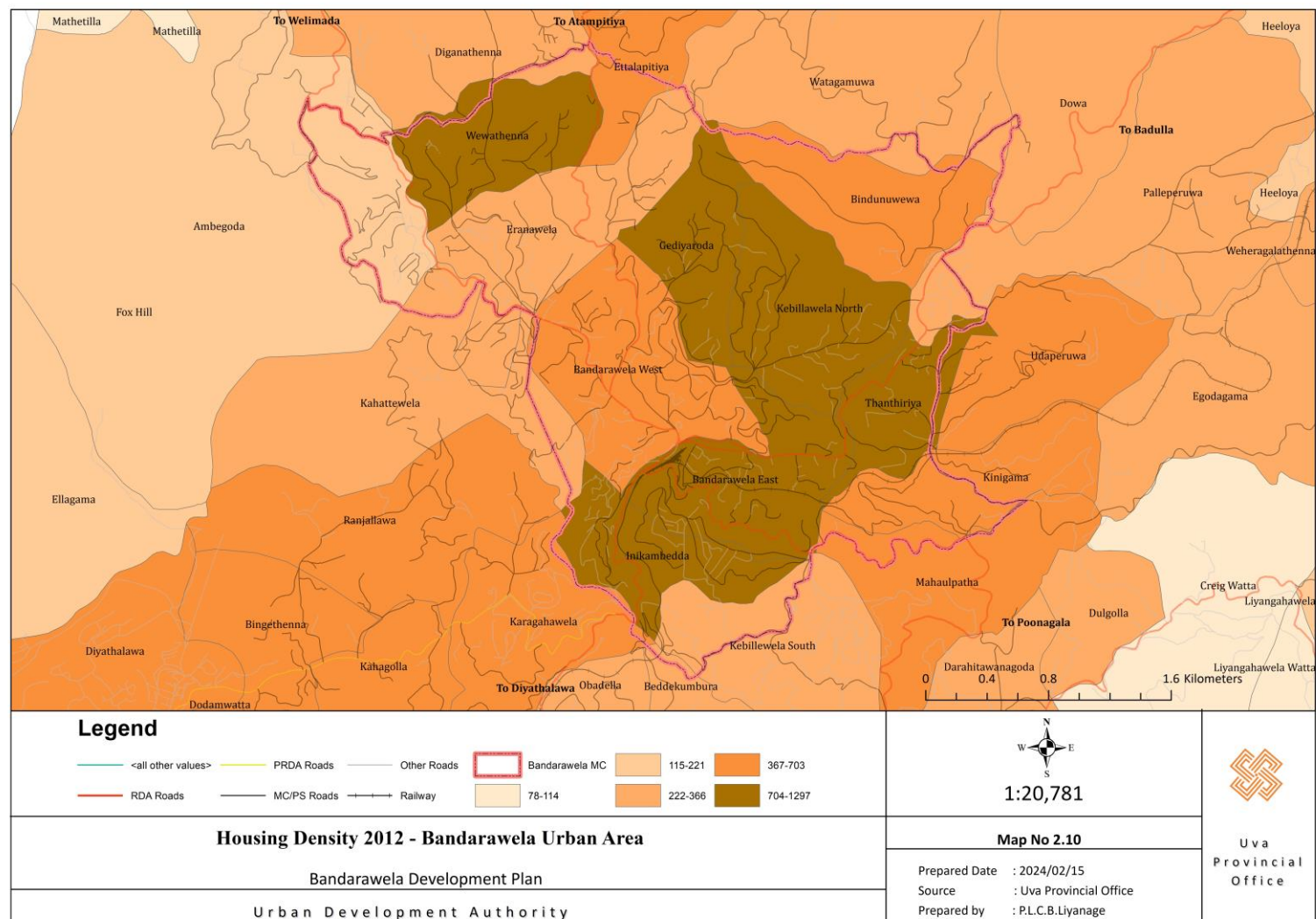
Source: Department of Census and Statistics, 2012

Map No. 2.9 : Population Density - Bandarawela Urban Area -2020



Source: Resource Profile, Divisional Secretariat, Bandarawela, 2020

Map No. 2.10 : Housing Density - Bandarawela Urban Area 2012



Source: Resource Profile, Divisional Secretariat, Bandarawela, 2020

Commuting Population

There are several factors that attract the population to the city of Bandarawela. The behavior of this population can be identified under the elements of commerce, general administrative services, education, tourism and others. According to the surveys conducted by the Uva Provincial Office in 2020, the behavior of the commuting population can be identified according to the following categories.

Table No. 2.1: Population Attraction Sectors

Population Attraction Sectors	Percentage
Commercial Services	40%
Educational Services	30%
General Administration Services	20%
Tourism	8%
Other	2%

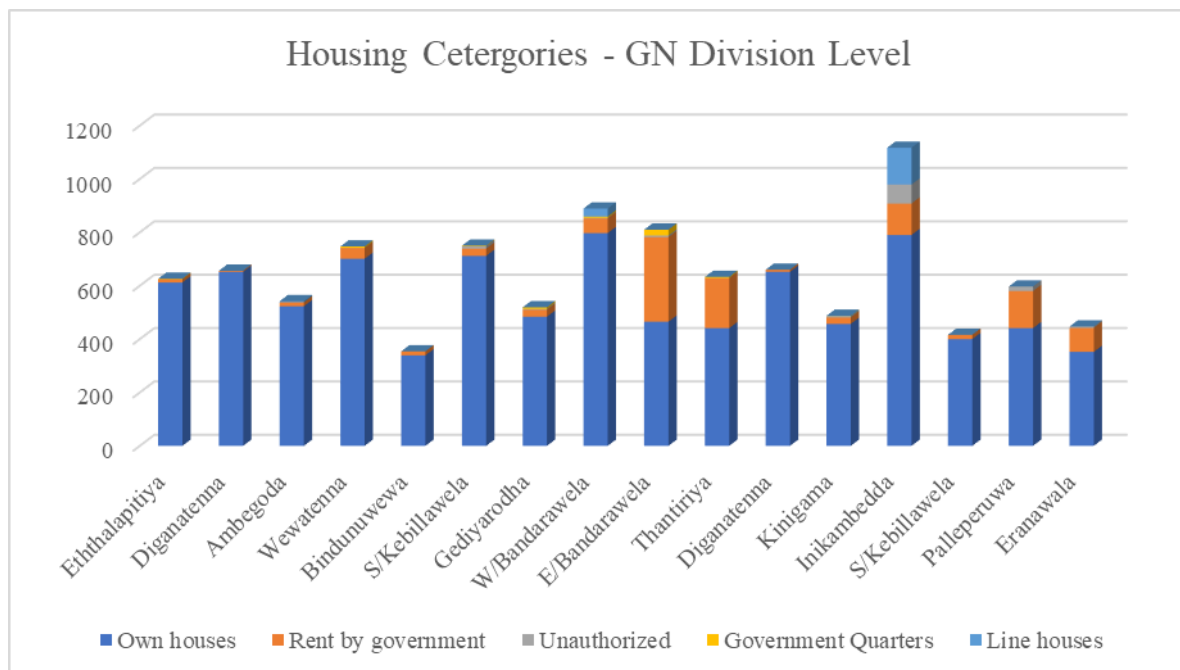
Source: Uva Provincial Office, Urban Development Authority, 2021

Bandarawela city is accessible by 4 roads depending on its strategic location. There is a high arrival of commuter population occurs from Welimada area and a high population influx occurs to Badulla area. According to the surveys conducted, approximately 107,000 people pass through this city, where 30% of the people pass through the city without taking any service from the city. Accordingly, it was identified in the field surveys conducted in 2020 that the average daily commuter population is between 70000-75000.

Housing

According to the resource profile of the Bandarawela Divisional Secretariat for the year 2020, the total number of houses in the urban area is 10,911. 90% of them are permanent houses and 10% are temporary houses. Considering the housing density, nine housing units per hectare can be identified.

Chart No. 2.2: Housing Catogarization – Grama Niladhari Divisons of the Planning Area



Source: Resource Profile, Divisional Secretariat, Bandarawela, 2020

It is a significant feature that 40% of the total housing within the Bandarawela East Grama Niladhari Division (city center area), and 30% of the total housing within the Tanthiri Grama Niladhari Division, houses are belong to the rent/lease/government category. This is because the most of the lands within the city center are owned by the many government institutes.

In relation to the population, a shortage of 808 housing units can be identified. The main reasons for this can be identified as estate houses in the Inikambedda Grama Niladhari Division , the government quarters in the city center and more residents are stay on rent basis is comparatively high.

Also, the size of a household is 3.3, which is a minimum value than the size of a household in Uva Province, which is 4.35. There is a residential demand for residence due to the good educational services available in the area. In addition to this, the presence of an additional housing unit reserved for tourists is also a special feature. (Housing Density- Map No. 2.10)

Educational services

The history of educational services in Bandarawela city has been unique since its inception. St. Thomas College was first established in 1900 during the colonial period. During the Second World War, due to the tendency to bomb blast around Colombo, branches of this leading schools such as Rajakiya Vidyalaya and Visakha Vidyalaya were established in the Bandarawela area. Even though, the schools were later relocated to Colombo, the premises where the schools were located functioned in the same manner. Rajakiya Vidyalaya became as Bandarawela Madhya Maha Vidyalaya (Bandarawela Central Colledge) now. Also, St. Joseph's College, a leading private school, was established in 1942.

Table No. 2.2: existing Education Institutes – Bandarawela Urban Aarea

	Type	number
01	National Schools	03
02	Provincial Schools	09
03	Private Schools	04
04	Pre Schools	22
05	Piriven	02
06	Prffessional Training Centers	04

Source: Resource Profile, Bandarawela Divisional Secretariat 2020

According to the resource profile of the Bandarawela Divisional Secretariat for the year 2020, there were 19,298 children and 1,009 teachers in the existing schools of the Bandarawela urban area. However, Bandarawela Madhya Maha Vidyalaya (Bandarawela Central Colledge), which is a prominent school in Bandarawela, is located outside the the urban limits, but all its operations are conducted through the Bandarawela city. The teacher student ratio of the area is of 1:19.

In addition, 14 private educational support centers are located in the Bandarawela urban areas. Accordingly, the catchment area of these services can be seen that it goes beyond the urban area and also exceeds the provincial limit.

Considering the education services, it was recognized that limited areas are reserved for schools as per the geographical location of the area. Accordingly, Bandarawela Dharmapala Maha Vidyalaya was identified as a school located in a limited area with no space allocated for sports facilities. Although Bandarawela city has a high reputation for private tution classes, the deficiencies in the physical facilities were also taken into consideration. Where this institution is not provided with minimum sanitary facilities, the accessibility is difficult

and the physical conditions of those institutes are dilapidated. Therefore, it was recognized that there is a need for proper regulation and guidance for the tuition classes.

Health services

Bandarawela District Hospital is the leading place to provide health services for the area. Apart from this, the Office of the Medical Officer of Health, a private medical centers and two medical consultation centers are located within the urban area.

Table No. 2:3 Services at District hospital - Bandarawela

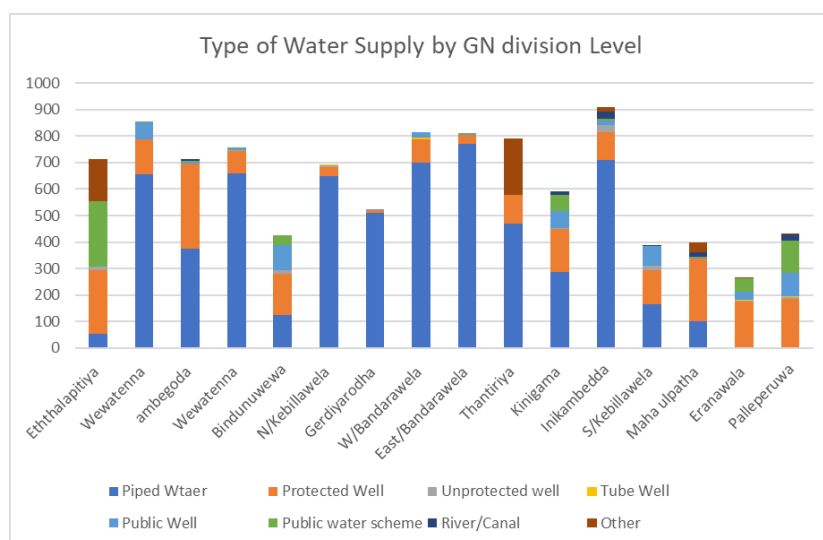
Number of Doctors	16
Number of Wards	05
Number of Beds	102
Number of OPD Patients	750-1250
Daily Admission	15-40
Doctor -Patient Ratio	1:6

Source: District Hospital, Bandarawela 2020

Water Supply

According to the Resource Profile of the Bandarawela Divisional Secretariat for the year 2020, there are many water supply systems within the urban area. The types of water supply can be identified as the National Water Supply and Drainage Board, community water supply projects (in the area of Vavalapitiya and Kinigama) and well water.

Chart No. 2.3 : Type of Water Supply – Grama Niladhari Division



Source: Resource Profile, Bandarawela Divisional Secretariat, 2020

The National Water Supply and Drainage Board provides water for the Bandarawela area from Ellathota and Aluthwela Mathatilla water sources. There are 10 tanks available in the city for water supply to the area. The daily water supply capacity is about 4990 cubic meters. But according to the current demand by the year 2021, a water capacity of 6412 cubic meters is required, and it can be identified that currently other types of water supply such as well water and tube well water may fulfill the surplus. (Map No. 2.11) But it was revealed during the field survey that the city's water supply only happens once in an every 10 days.

Two main reasons were identified within the study of this sectors of water shortage of the city.

- i. Existing water catchment areas of the city are consist with plantations

With the expansion of the tea industry in 1868, most of the areas that had until then consisted of local forest were converted into tea plantations. Since tea cultivation is a cultivation with high soil erosion, it has been identified as the cultivation should be done on the basis of good soil erosion prevention measures. Therefore, the intensity of rainwater flow is high, and the amount of water absorbed into the ground is at a minimum level. Due to these reasons, soil moisture has decreased and tea plantations have become areas with minimum moisture.

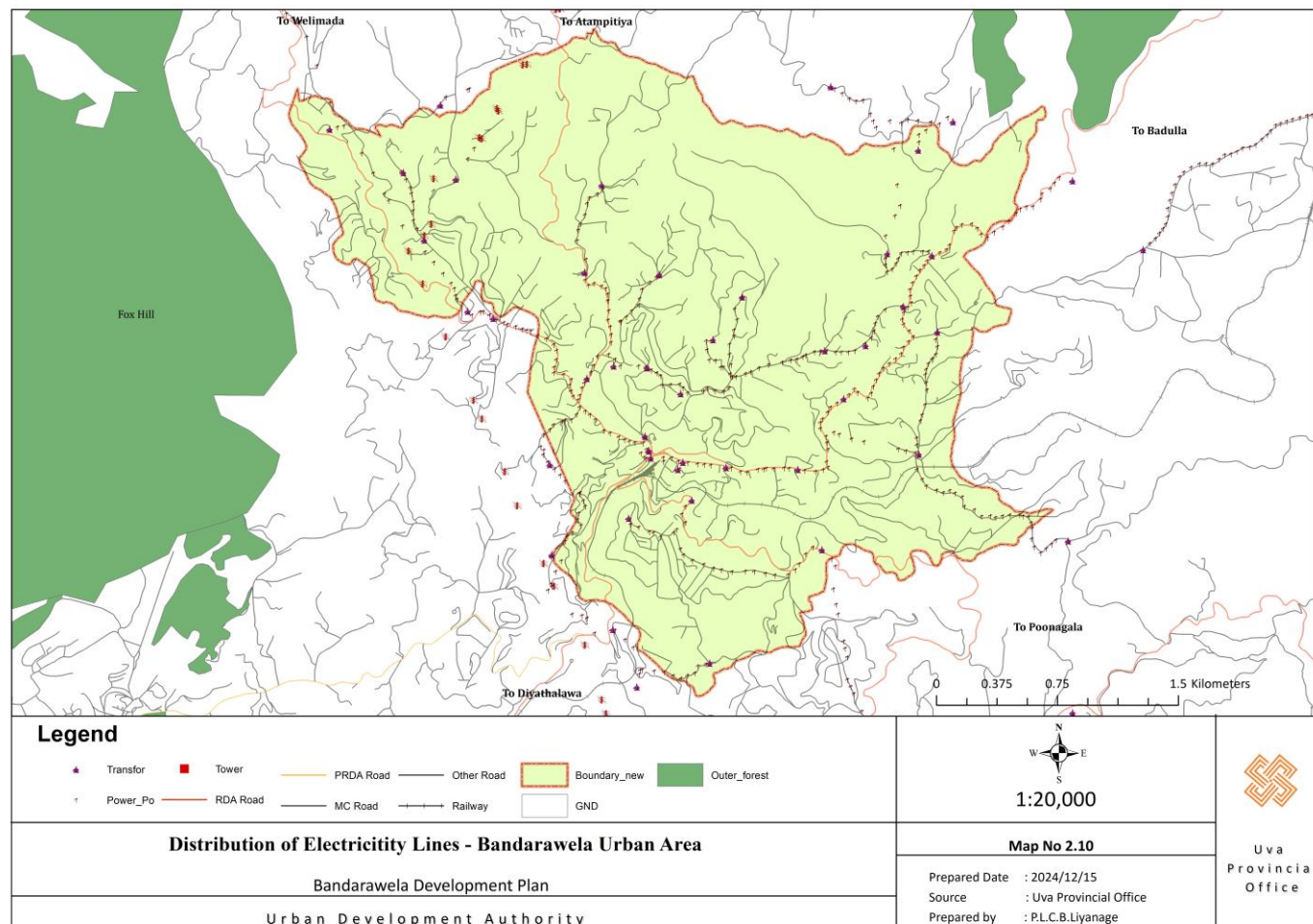
In addition, with the introduce of railway transport to Sri Lanka in 1864, eucalyptus cultivation was identified as a solution to the need for sleepers for railways. In the 1930s, the forests above the tea plantation areas were removed and the areas were converted into eucalyptus plantations. Most of the areas act as water catchment areas in the upland. Eucalyptus cultivation has led to gradually depletion of ground water table with high expansion. Crops have been identified as reducing biodiversity and quality. (Environmental, Social, Economic and Policy Issues with Eucalyptus Cultivation in Sri Lanka - H.M. Bandaratilaka 1994)

Due to these reasons, it has been confirmed that the ground water level in the area surrounding the city is at a minimum level at present.

- ii. Uma Oya Multipurpose Water Scheme

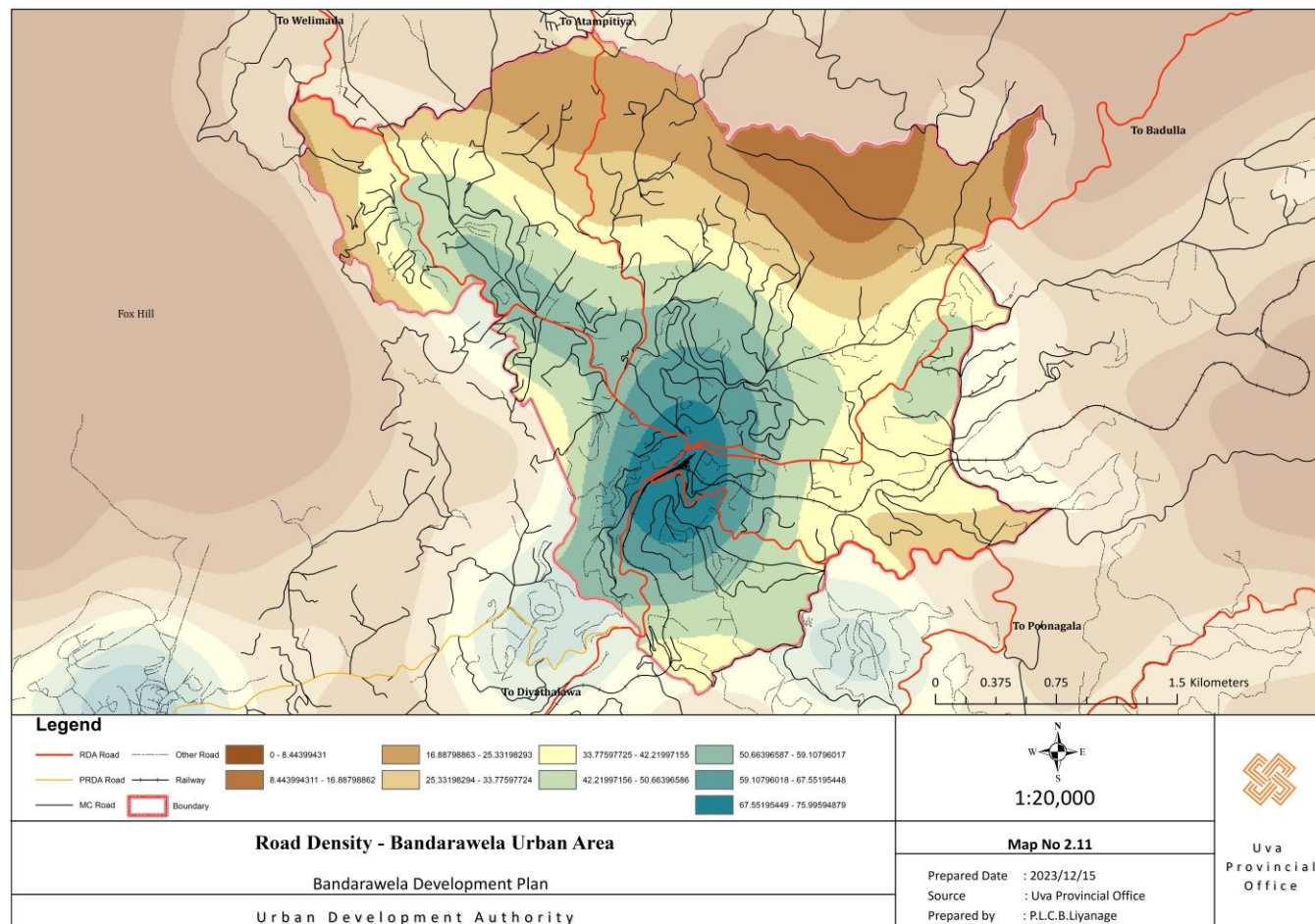
The main purpose of the Uma Oya Multipurpose Water Scheme was to generate hydropower, to provide irrigation water and to provide drinking water. Accordingly, the existing Uma Oya near Welimada was crossed and the reservoirs around Puhulpola and Dyaraba were developed, and an underground tunnel leading to Alikoti Ara Reservoir for 23 kilometers was made. This underground tunnel runs through the Bandarawela area, where technical deficiencies caused damage to physical properties on the surface. Also, underground water quickly seeped into the tunnel and with that the well water in the Bandarawela area dried up. This also affected the water shortage in Bandarawela city during the period between 2010-2016.

Map No. 2.12 : Distribution of Electricity Lines - Bandarawela Urban Area



Source : Ceylon Electricity Board, 2020

Map No. 2.13 : Road Network and Road Density - Bandarawela Urban Area



Source : Urban Development Authority, 2020

Electricity supply

99.4% of the Bandarawela urban area has been provided with electricity (Map No. 2.10). But it was recognized that the electricity and telecommunication lines spread across the city have added under ground lines alline with the topography of the city.

Road network

The Bandarawela area consists of a road network based on topography. The road network represents 6% of the existing land use pattern within the planning area. Also, there are 0.13 kilometers of roads within 1 square kilometer area. The area consists with mostly narrow, roads. The A16 Badulla-Colombo main road passes through the town, and the structure of the town falls along this route. (Map No. 2.11)

The traffic congestion occurs during peak hours within the city due to the narrow roads located based on the topography. A 16 Badulla-Colombo main road will be completely effected to traffic in such cases. In addition to the topography, the uses with high population demand that located facing to the main road have also affect to this traffic congestion. For example, the main bus stand faces the A 16 main road in a limited space, and the Bandarawela wholesale market is faced on the Bandarawela - Atampitiya main road.

Transport Facilities

Both road network and rail services are available to access to the city. Due to the city's location on the Badulla-Colombo main road, there is also the possibility to getting the services of public transport starting from Welimada and Badulla areas. There are 5 trains per day towards Colombo and 5 trains per day towards Badulla. Apart from Nanuoya, there are train diversion facilities in the Udarata railway line near Bandarawela railway station. It can be identified as a strength in Bandarawela railway facilities. Bus-related public transport can be identified as the main mode of transport in Bandarawela city. Although there is a national level distribution of vegetables and flowers through the city, it was recognized that the contribution of railway transportation is very minimal.

Economic

Uva province will contribute 5.2% to Sri Lanka's national domestic production within the year 2022. Also, Uva province contributes 8.8% to agricultural activities. It also contributes

greatly to the tourism industry in Sri Lanka and according to the 2020 Tourism Development Authority data, 1484 accommodations have been facilitated in Badulla district.

Based on this background, three economic drivers can be identified within the Bandarawela town. That is, the commercial economy based on agricultural sector, the tourism sector and the economy associated with educational services.

There are three main drivers handling the Bandarawela economy. The tourism industry, agricultural with commercial services and educational services are the top three. Along with the development of these three sectors, transportation facilities and financial facilities have developed.

Regarding the tourism sector, the tourism sector is unique to the city based on leisure and entertainment. There are a number of hotels scattered throughout the city and there are 59 hotels registered within the city limits. Also, Bandarawela can be identified as a strategic accommodation point where you can easily reach the tourist attractions around the city. Apart from this, the demand for hotels in the city increases during the period of Diyatalawa Nariyakanda car races held within the month of April, Bandarawela tennis and badminton matches. In addition to the development of tourist hotels, the development of tourist accommodation as a separate unit of the houses is also a special feature of this area. It has been caused by the presence of high tourist attraction and the existing number of hotels is not sufficient to fulfill the demand. Also, the area has received a high tourist attraction with the cultivation of flowers in the area. Rose cultivation has a very significant to the area. A high demand for roses, gerberas and chrysanthemums has developed around Bandarawela, and the favorable climate has led to its development.

Further, special attention should also be paid to the commercial services of the city, which are indirectly related to the tourism sector and contribute more to the economy. Commercial, government banks, common markets, shops and restaurants in the city indirectly contribute to the tourism industry.

The vegetable wholesale market occupies a major place in the commercial sector dominated by agricultural services. Although it is not an economic center, due to its strategic location in the city, it is possible to collect and distribute vegetables easily. Due to this, Bandarawela has an increasing market and demand. Moreover, the availability of

fertilizer and chemical stores for agricultural crops has caused farmers to come to Bandarawela.

The population of about 40,000 people visit the city daily due to popular schools and tuitions providing educational services. At the same time, tuition classes and boarding houses have been established within the city. And also, restaurants, book-shops etc. which provide services indirectly to the education sector have been promoted.

There is a high demand for hostels around the Bandarawela city because the areas beyond the limit are represented for the children who come for these educational services. Accordingly, it was discovered in basic education that about 10% of the total number of students receiving education services in the city stay within the city in order to get the services. Also, by the year 2020, for an average Rs. 5,000.00 is charged monthly from the student resident, while for an average Rs. 20,000.00 is charged for small house (Annex). Due to the arrival of more population to the city, there is a high growth in the textile industry as compared to other cities.

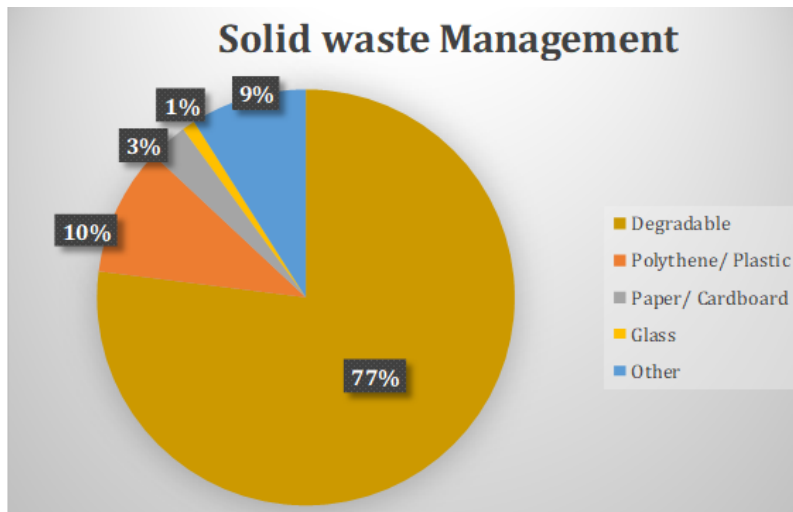
Land Value

Based on the high residential and commercial demand around Bandarawela city, it has been identified that the price of land is high within the city. For this purpose, discussions were held with the buyers of lands and data was collected regarding land prices in the city. Accordingly, the land price is determined from 0.5 million to 2.5 million per perch around Bandarawela city. A price has been decided between 1 million to 1.9 million along the Bandarawela road and 0.5 million to 1 million along the Welimada road. Thus, the reason for the unexpected increase in land prices in Bandarawela is that the amount of land that can be used for development is minimal. (Map No. 2.15)

Solid Waste

The amount of solid waste generated daily in Bandarawela city is 20 tons and 77% of that solid waste is biodegradable waste and 33% is non-biodegradable solid waste. These non-biodegradable solid wastes include glass, card board, plastic and glass.

Chart No. 2.4 : Catogaarization of solid waste collection within a week



Source : Bandarawela Municipal Council, 2021

Considering the garbage collection, solid waste within the city center is collected by tractors at night daily, and in the outside of the city, it is collected on two days per week on fixed dates. This solid waste is sorted and collected and disposed to an open landfill since 1934. Currently, this yard is located in the Wevathenna area of the Bandarawela Municipality. The area is consist with 2 acres 3 roods 37 perches.

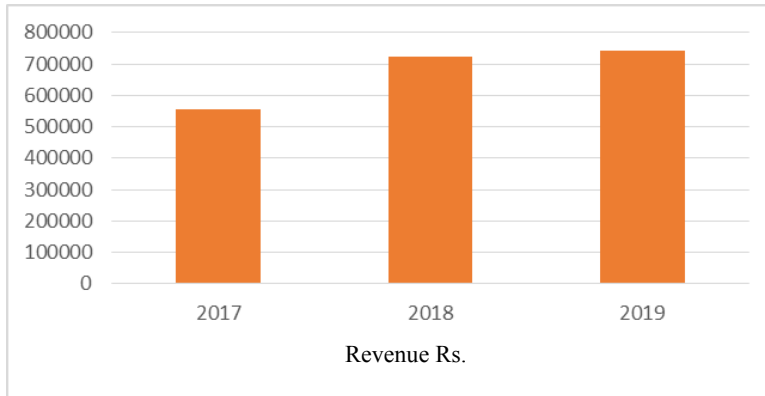
Picture No. 2.4: Solid Waste Yard – Bandarawela, Wevathenna



Source : Google Earth, 2020

Compost fertilizer is made with biodegradable materials and considerable income for the Municipal Council can be gained by selling those.

Chart No. 2.5: Annual Income from the sale of Compost



Source : Bandarawela Municipal Council, 2020

But non-biodegradable waste is piled up in the yard. This waste is sent separately for recycling. But 60% of this non-biodegradable waste cannot be recycled.

Recreational Areas

Although Bandarawela is an area that can attract tourists, there is a minimal amount of areas set aside for relaxation and recreational activities within the city. The existing recreational facilities available in the planning area are the Municipal Stadium, Children's Park, North Cabilwela Stadium.

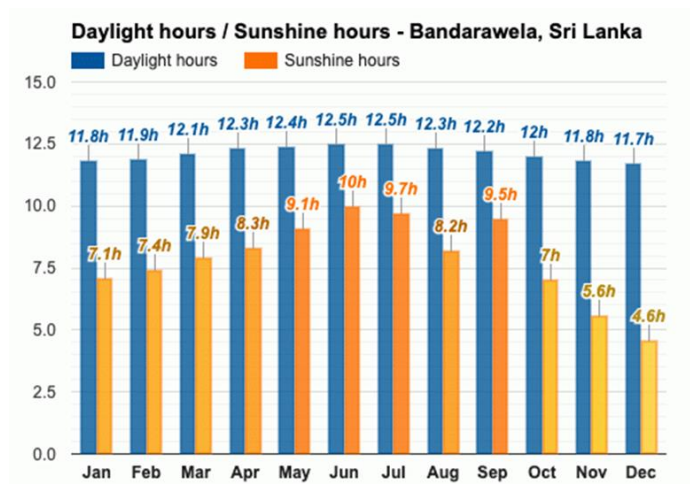
Environmental Condition

The Bandarawela city is located within the central mountains and it is a beautiful city that offers physical and mental healing to both local and foreign tourists due to its natural aesthetic value.

When viewing the surrounding environment from Bandarawela city, the mountain ranges and sloping areas as well as the green areas that appear according to the various topographical features help to intensify the scenery. This city is located as a unique creation of nature, surrounded by a range of mountains and other urban areas around Bandarawela, such as Haputale, Diyathalawa, Dambethenna. According to its geographical location, Bandarawela city is located in the midland region, 1200 meters above sea level, and the temperature is 20-21 degrees Celsius. According to Table No. 1, considering the weather

pattern, the day time and the time of sunshine in each month of the year are different and creates an attractive environment.

Table No. 2.4: Period of daylight and sunshine by month- Bandarawela urban Area



Source : Weather Atlas, https://www.weather-atlas.com/en/sri-lanka/bandarawela-climate#daylight_sunshine

And also, Erabadda Forest, Dikarawa Fines Cultivation, jalasha Kanda, Liyanagahavela Forest, Attalapitiya Forest are located around Bandarawela city, creating a favorable climate pattern for local and foreign tourists.

Bandarawela town is a hilly area, which consists of 16 Grama Niladhari Divisions and area of 10.3 square kilometers, has limited land that can be used for physical development. There are no natural forests within the city limits and paddy cultivation, vegetable cultivation, tea cultivation as well as pine plantation which is not favorable to the environment can be identified as green areas. As in other areas of the upland, considering the water flow pattern, the use of paddy lands for vegetable cultivation and paddy cultivation also can be seen within the Bandarawela development area, and homegarden is common in most areas. Vegetable cultivation and flower cultivation as mixed crops are done in the Bandarawela development area by using of crop rotation methods to conserve soil and reduce soil erosion, and nature has created a suitable climate pattern for this. And these plantations have become popular as a mode of income for the people of Bandarawela. The identity of Bandarawela has been created by its favorable climate, natural landscape and cultivation of flowers and vegetables. Flower gardens with different color patterns have created mind-blowing landscape patterns in the urban area. Apart from the Nuwara Eliya district, Bandarawela city acts as a place to provide upland flowers that are needed by Sri

Lanka for mental health and entertainment as well as knowledge and education about upland flower cultivation.

Picture No. 2.5 : Flower Garden around the Bandarawela City



Source : Urban Development Authority ,2022

Also, the blue green environment with various colors has been created throughout the development area by protecting the environmental balance and biodiversity, through the tea cultivation as a permanent traditional export crop, as a non-traditional annual crop cultivation / short-term crops (carrot, cabbage, potato, beetroot lettuce) and home garden, man made environment using the soft landscape techniques based on the flower cultivation. Gardens are the primary contributor to multi-faceted landscaping and the city maintains a sustainable land use pattern through natural biodiversity and agriculture and forestry.

Picture No. 2.6 : Tea and vegetable plantations around Bandarawela



Source : urban Development Authority ,2022

The existing activities of the natural environment and man-made environment of the Bandarawela Municipal Council Area are discussed in detail under the following topics in this development plan.

Environmental sensitive areas

There are many bio-ecological systems unique to the urban area, by considering the genetic resources, rare and unique plant and animal species in the country, natural wealth created for bio-ecosystem balance, ecosystem services and values, and the following areas are identified as environmentally sensitive areas.

Table No. 2.5: Bandarawela Environmentally Sensitive Areas and Extents

Sensitive Areas	Percentage of land use %
Man-made wetlands - Paddy fields	5%
Forests and grasslands	0.2
Water sources	0.1 %

Source : urban Development Authority, 2022

According to the Table No. 2.4, forests and grasslands are 0.2% of the total land use and 5% of the total land use is man-made wetlands as paddy lands can be identified as environmental sensitive areas within the Bandarawela town. The Bandarawela urban area is based on an agro-economic pattern. That is described in the economic plan.

In this development plan, man-made wetlands such as paddy fields will be used for paddy cultivation and other short-term crops, making a great contribution to the city economy, as well as providing ecosystem service and ecosystem values to the living and non-living features of the surrounding environment. The economic contribution of this sector is discussed in the economic plan.

The environmental sensitive areas of Bandarawela urban area are included in Map No. 2.13 and small forests are located within the central area of the city and paddy lands are widely spread throughout the development area. As man-made wetlands, paddy lands and other sensitive places mentioned above are constantly adding market base value as well as non market base value to the urban economy.

Also, the sensitive places located within the Bandarawela urban area provide provisioning services, regulatory services, cultural services, and supportive services as non-market base value. It is a special feature that local and foreign tourists visit the Bandarawela urban area to perceive the scenic areas that promote spiritual, mental and physical healing due to the location of the places that increase educational knowledge and the places set aside for eco-tourism. The sensitive locations where the ecosystem services and values mentioned above are highly valued are included in Map No. 2.14.

Further, as per the National Physical Plan prepared by the National Physical Planning Department for the period 2017-2050, the areas of Matale, Kandy, Badulla, Nuwara Eliya

have been identified as central sensitive areas as they are catchment areas of major rivers and located in higher level.

Public Outdoor Recreation Facilities

The places, such as parks, playgrounds are acting as active recreational spaces by providing public outdoor recreational spaces for the population living in the city and visitors who comes to the city located within the Bandarwela area consisting with 10.3 square kilometers in extent and the natural landscape areas created by nature are acting as passive recreational spaces spreaded within the development area and within the peripheral areas as well. These active recreational facilities and passive recreational facilities are extend from mini park to centralized park according to the park hierarchy created by Landscape division.

Active Recreational Spaces

Table No. 2.5 shows the playgrounds that exist as active recreational spaces and Map No. 2.14 shows how the playgrounds are located within the Bandarawela urban area.

Table No. 2.6: **Active Recreational Spaces**

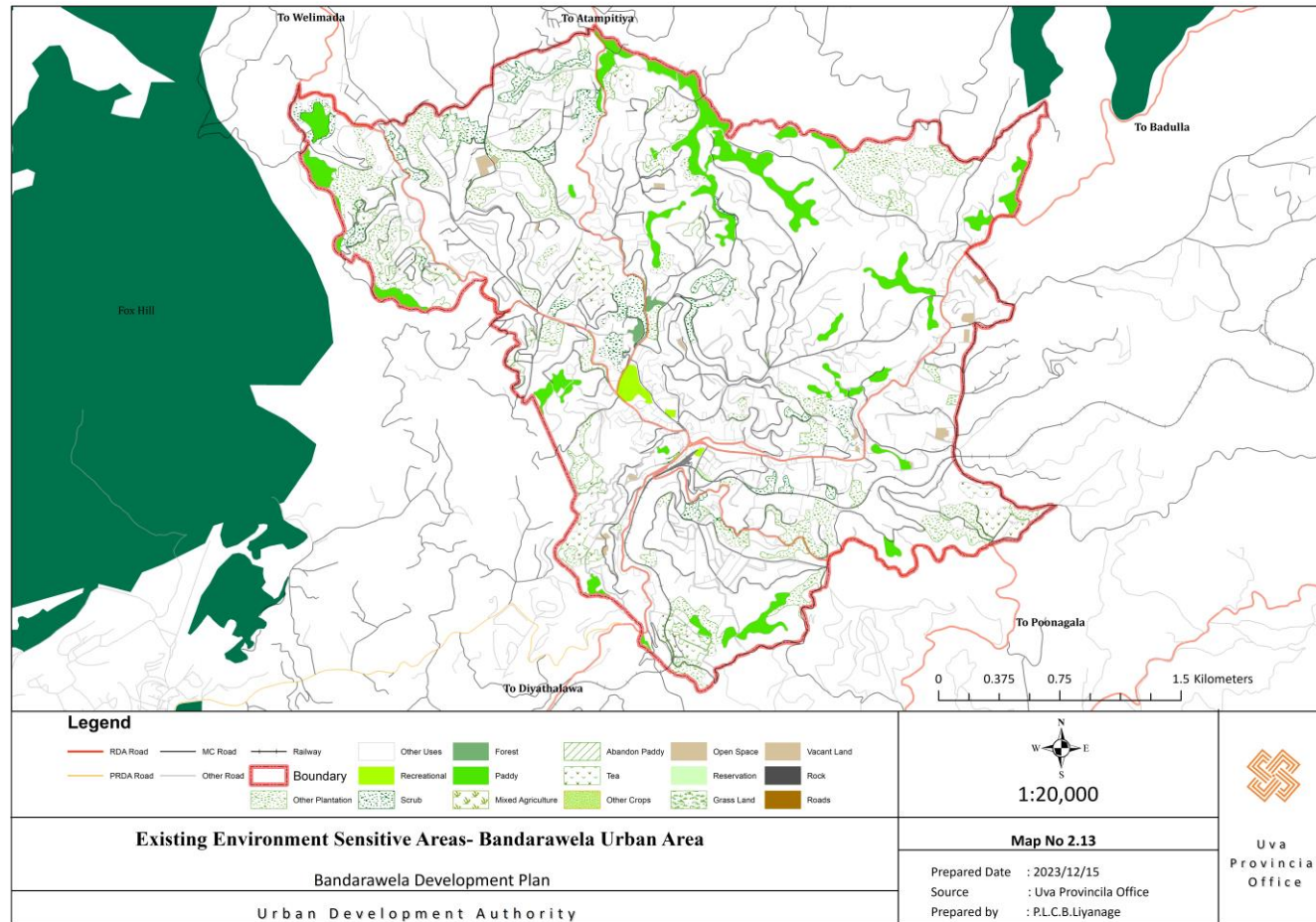
Existing Playground	Land Extent- Ha.
Bandarawela Municipal Council Play ground	2.0
Public Tennis Court	0.20
Bandarawela Urban Forest Section	0.15
Kabillawela North Stadium	0.75
Total	3.10

Source ; Urban Development Authority, 2022

Bandarawela Public Stadium, Children's Park, Public Tennis Court can be identified as active outdoor areas and Bandarawela Urban Forest can be identified as a natural outdoor area. The walking path constructed within the Bandarawela city has also been designed as a recreational space to maintain physical and mental health.

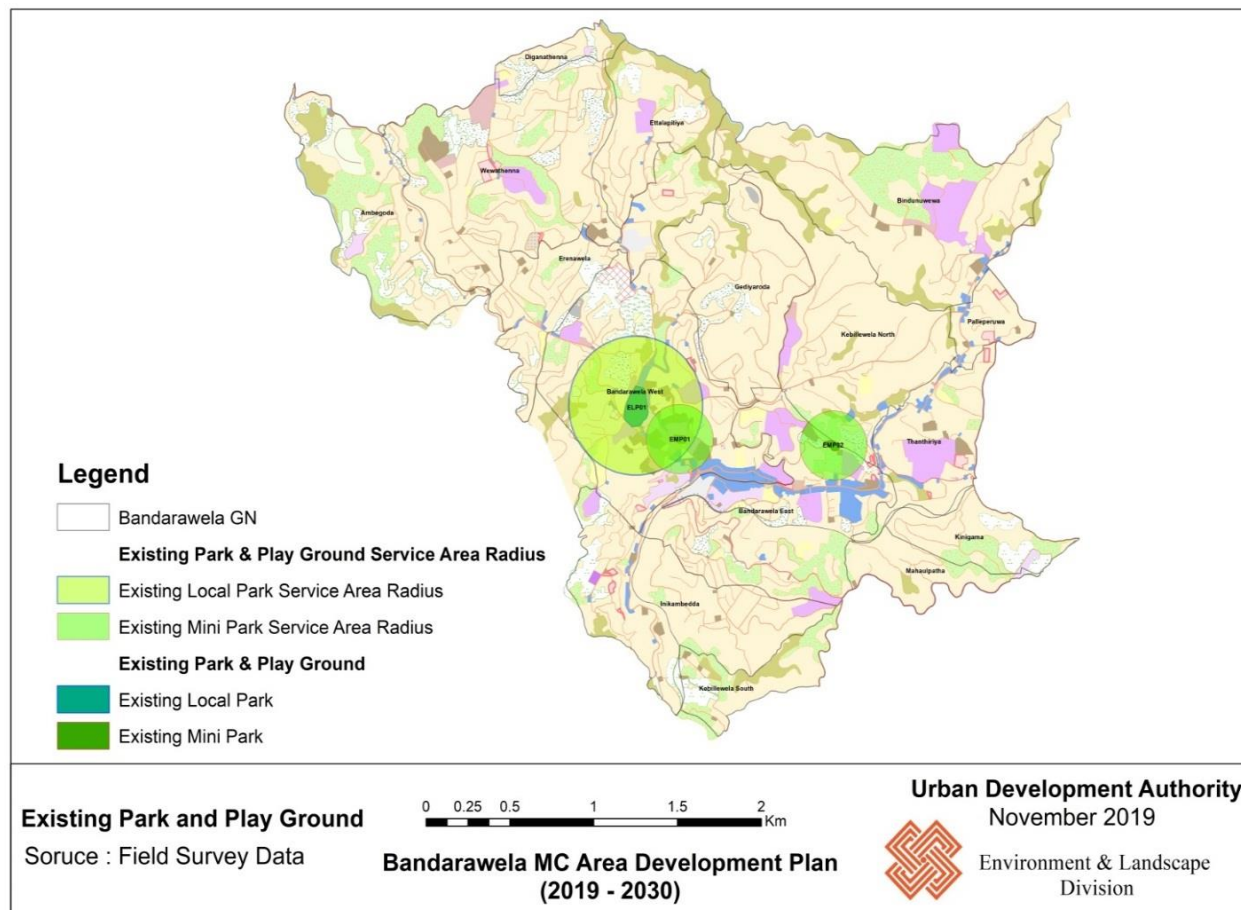
Passive Recreational Spaces

Although active and passive recreational spaces are not widely spread within the Bandarawela urban area, the following natural landscape areas are located as active and passive recreational areas in the outer area of about 20 km radius. Bandarawela town is the main place who providing accomadation facilities for the local and foreign tourists who visits these places.

Map No. 2.15: Distribution of Bandarawela Environmentally Sensitive Areas

Source : Urban Development Authority, 2022

Map No. 2.16: Existing Parks and Playgrounds of the Bandarawela City



Source : Urban Development Authority, 2022

Adisham Bungalow

Picture No. 2.7 : Adisham Bungalow



Source : Internet, 2020

The way from Bandarawela to Haputale and passing the 16 miles, the Adisham Bungalow is located within the tea estates, (Photo 01) built in the early 1900s, and this can be seen as a Catholic church. It looks like a black stone bungalow built by an Englishman named Sir. Thomas Villors. This building is open to the tourists to visit the special luxury rooms located inside the bungalow. This location is a place that attracts local and foreign tourists who visits Bandarawela city as a place where can see the architectrue values as well as the diversity of the mountainous landscape and provide indirect entertainment facilities with biodiversity.

Bogoda Bridge

This design can be seen when traveling from Bandarawela for about 20 kilometers towards Badulla, turns from the Haliela junction to the Galauda road and turns from the Jagulla junction and go for 14 kilometers. This is also considered as the old Badulla Kandy road.

It is one of the oldest bridges in the world. It is also the only wooden bridge in the world with a roof. The roof of this bridge is built on pillars with 10 pillars on each side and 20 pillars on both sides. The bridge is 50 feet long and 06 feet wide, and the roof is decorated with petal tiles to include carvings related to the Kandy era. Also, it is mentioned in the

ancient documents that the structure is made without using any single nail and everything is made of strong wooden blocks. It is connected with the natural environment. This design was made using only natural resources. This provides educational knowledge about archeological values, architectural values and this is one of the place that provides knowledge and fun about Sri Lankan carving techniques.

Picture No. 2.8 : Bogoda Bridge



Source: Internet, 2020

Picture 2.8 shows that 5 types of wood have been used to build this bridge, as Jackfruit, Kumbuk, Kaluvara, Na and Milla trees and it was built on a 30 feet tall Kumbuk trunk. And also this Bridge has been built across the Gallanda Oya and its located adjacent to a cave temple built during the period Walagamba king and a beautiful Raja Maha Viharaya with old frescoes are located next to it. This is a unique work of art found in the history of Sri Lanka.

Lipton's Seat

Picture No. 2.9 : Lipton's Seat



Source : Internet, 2020

This place has been located at a distance of 12 km from Haputale town towards East of Dambethenna Estate and this place can be reached after passing the beautiful Dambethenna Tea Factory and can also be reached from Bandarawela through Nayabadda Estate. Lipton's Seat, situated on a high hill place in Dambethenna Estate is a place that creates beautiful views of the area.

According to the concept of providing public recreational facilities, these places are located outside the Bandarawela city landscape patterns by providing indirect recreational facilities. In the year 1800, a Scotsman named Thomas Lipton bought tea plants in to Sri Inaka and planted tea him self and he sat at the top of his estate and watched the view of the landscape of the sourrounding.

As per the Picture no 2.9 the unique feature of this place is that five out of the nine provinces of Sri Lanka, namely Uva, South, Sabaragamuwa, Central and Eastern provinces can be observed. Handapanagala Lake, Chandrika Lake, Udawalawa Lake, Vedihiti Kanda as well as Hambantota Harbor can be seen from this location. A statue has been built as Mr. Thomas J. Lipton as life-size sat in rest at the site. Further, A plaque has been erected close to this location about the history of Dambethenna estate and life of Thomas J. Lipton. Also, near that place, a very beautiful podium has been built for viewing the surrounding nature, and space and trails have been created so that local and foreign tourists can see the diversity of Sri Lanka's mind-blowing natural landscape designs and the panoramic view.

As mist is heavy in the evening, the surrounding area can be seen easily before 12 noon. It is best to avoid visiting this place especially on rainy days as 'lightning' strikes effect to this place.

Porawagala Viewpoints

Porawagala viewpoint is located within the Mahaulpatha area at a distance of 3.5 kilometers from Bandarawela, along the Kinigama road. The Porawagala view point shown by the Picture No. 5 and 6 is also known as Axe stone view point and it is called as Porawagala because an Axe hidden within this naturally created rock made by gold. This memorial site is located on a large stone plateau as the shape of an axe. The Bomuru waterfall, Piduruthalagala mountain, Namunukula mountains and Haggala mountain range are visible from this place. And also, Porawagala has been adentified as a viewpoint that

can be seen the surrounding landscape and the railway lines running through the wetlands (paddy lands) connecting Bandarawela town with Bandarawela railway station, Kinigama and Heeloya railway stations.

Picture No. 2.10: Porowagala



Source : Internet, 2020

Pilkington View Point

This place can be reached by traveling 22 kilometers through the Punagala Road, which lies in the middle of the Poonagala Tea Estate, within the 50 minutes from Bandarawela. To reach the destination of the point, it have to walk another 2 kilometers but it will not feel tired due to the climate and surrounding scenic view where walking through the attractive green tea plantations.

Pilkington Point is located at a height of 1400 meters above sea level within the Poonagala Tea Estate managed by Sir George Pilkington in 1896 as shown in Picture 7 and 8. In the panoramic view of this place, Wellawaya Monaragala, Ambilipitiya, Kataragama, Kiriwehera and Udawalawa areas can be observed as natural landscape areas mixed with cloudy blue sky.

Picture No 2.11: Plikington Point



Source : Internet, 2020

Existing disasters within the planning area

Natural disasters

Landslides are the most common natural disasters within the Bandarawela Municipal Council Area. Bandarawela Municipal Area consists of 16 Grama Niladhari Divisions and according to Table No. 02, landslides can be identified as a major disaster of this area. (Distribution of Landslide Disaster Zones-Map No. 2.16) The main reason for this is due to the steep slope of the area. The Urban sprawl of the area is restricted due to the geographical position, the lands with steep slopes also have high commercial and residential value. The lands with steep slopes along the main roads are subject to frequent landslides or faling the soil due to the human activities. (Slope Analysis - Map No. 2.17)

Table No. 2.7 : Land Slides

Disaters	Garama Niladhari Divisions	Affecteed persons	Affected families
Land Slides	Bandarawela	20	5
	Bandarawela	20	4
	Amunugoda, Godewatta, Attalapitiya	30	6
	Diganathenna	5	1
	Wewathenna	5	1
	Kabillawela	5	1
	Inikanbedda	5	1
	Beddearawa	20	4

Source : Bandarawela Divisional Secretariat Division, 2022

According to the topography, landslides are more common in the areas of Grama Niladhari Divisions comprise with very steep areas and hilly areas, and irregular constructions are main reason for this. Landslides also occur during heavy rainy season.

Floods

Amunodowa and the surrounding areas are affected from floods due to the overflow the Nattarakandura during the periods of heavy rain. The surrounding agricultural lands are also subject to flooded.

Urban Heat Island Effect- UHI

USGS Earth Explorer 2013 and 2023 Landsat 8 satellite images were used for this study, where a change of 4 degrees Celsius can be detected by 2023 compared to 2013. Also, compared to 2013, many places with higher surface temperatures can be identified throughout the urban area. Apart from the city center, the temperature zones on the surface of the ground can also be distinguished in the vicinity of Gaswatta, North KEBillawela and South KEBillawela towards Poonagala Road. The difference of the surface temperature between 2013 and 2023 can be identified as follows.

Table No.2.8: Surface Temperature - 2013 and 2023

Year	Bottom	Top	Date of data capture
2013	19.9076 ⁰ C	26.8961	2013.05.26
2023	28.3137	35.8476	2023.04.12

Source: Urban Development Authority, 2023

Normalized Difference Vegetation Index (NDVI)

The USGS Earth Explorer 2013 and Landsat 8 satellite images were used for this study, where the changes in the landscape by 2023 compared to 2013 can be identified as follows.

Table No. 2.9: Distribution Normalized Difference Vegetation Index – 2013 and 2023

Year	Low Index	High index
2013	0.0473438	0.492545
2023	0.0246867	0.470975

Source: Urban Development Authority, 2023

According to the change of this index, the changes of the vegetation in the urban area can be analyzed as follows.

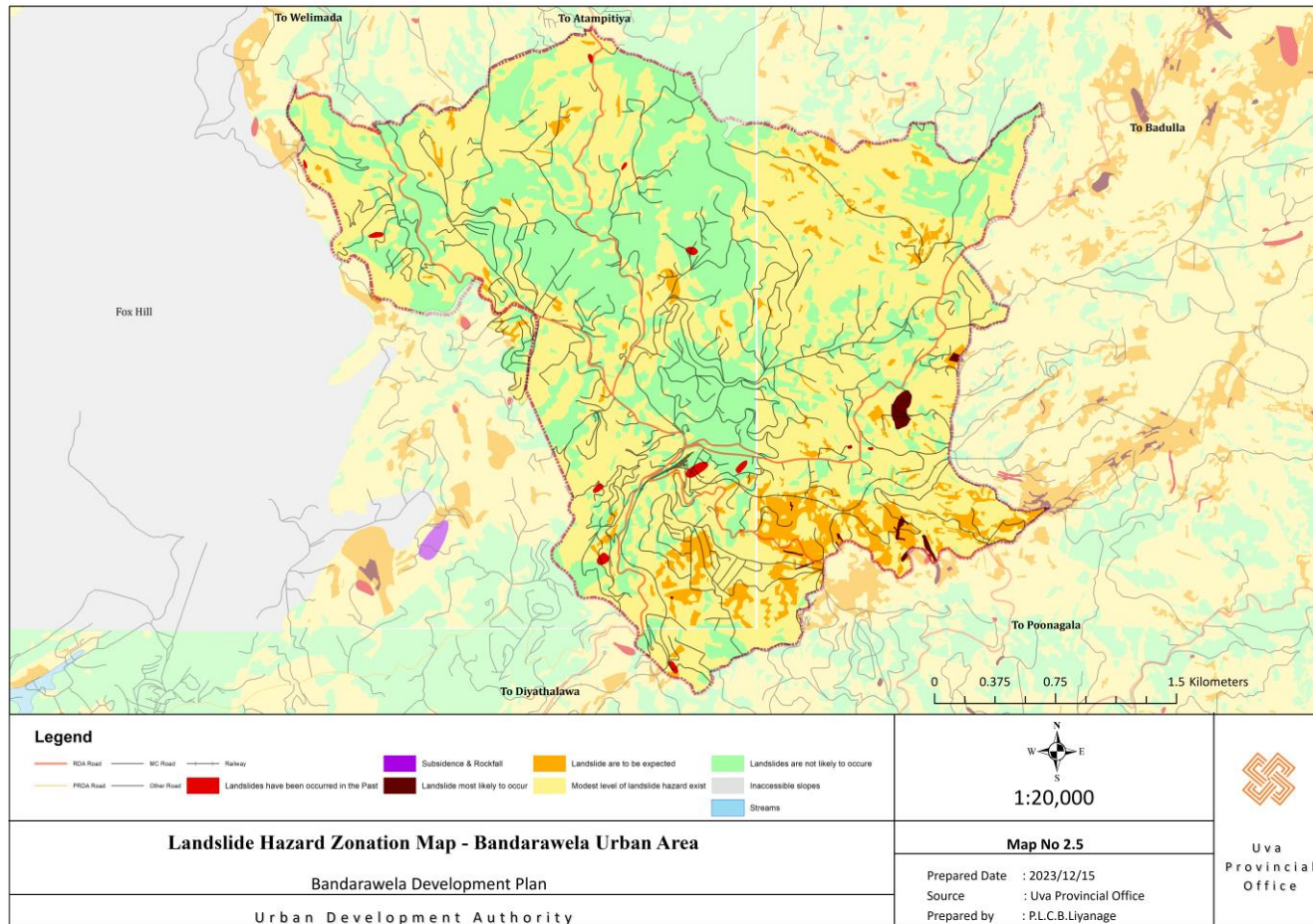
Table No. **2.10**: Analysis of the Normalized Difference Vegetation Index – 2013 and 2023

Year	Green cultivation	Exposed areas
2013	0.0473438 – 0.1	0.1 - 0.492545
2023	0.02468670 - 0.1	0.1 - 0.470975

Source: Urban Development Authority, 2023

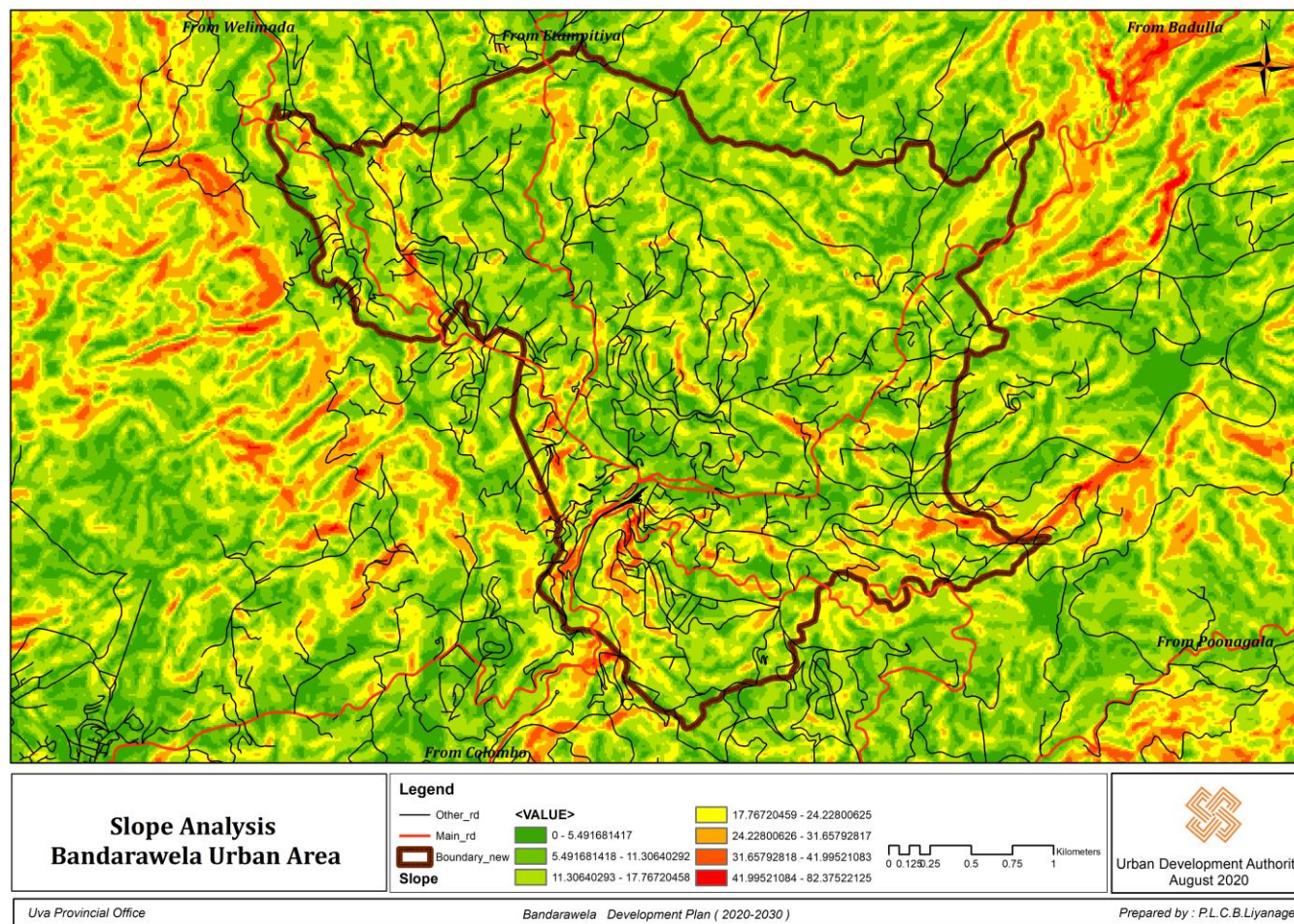
Accordingly, it can be identified decrease the amount of 0.02 from the green cultivation and it can be clearly identified an increase the amount of 0.02 exposed area. Accordingly It is clear that the amount of green cultivation of the urban areas is gradually changing to exposed areas.

Map No. 2.17: Landslide Prone Areas



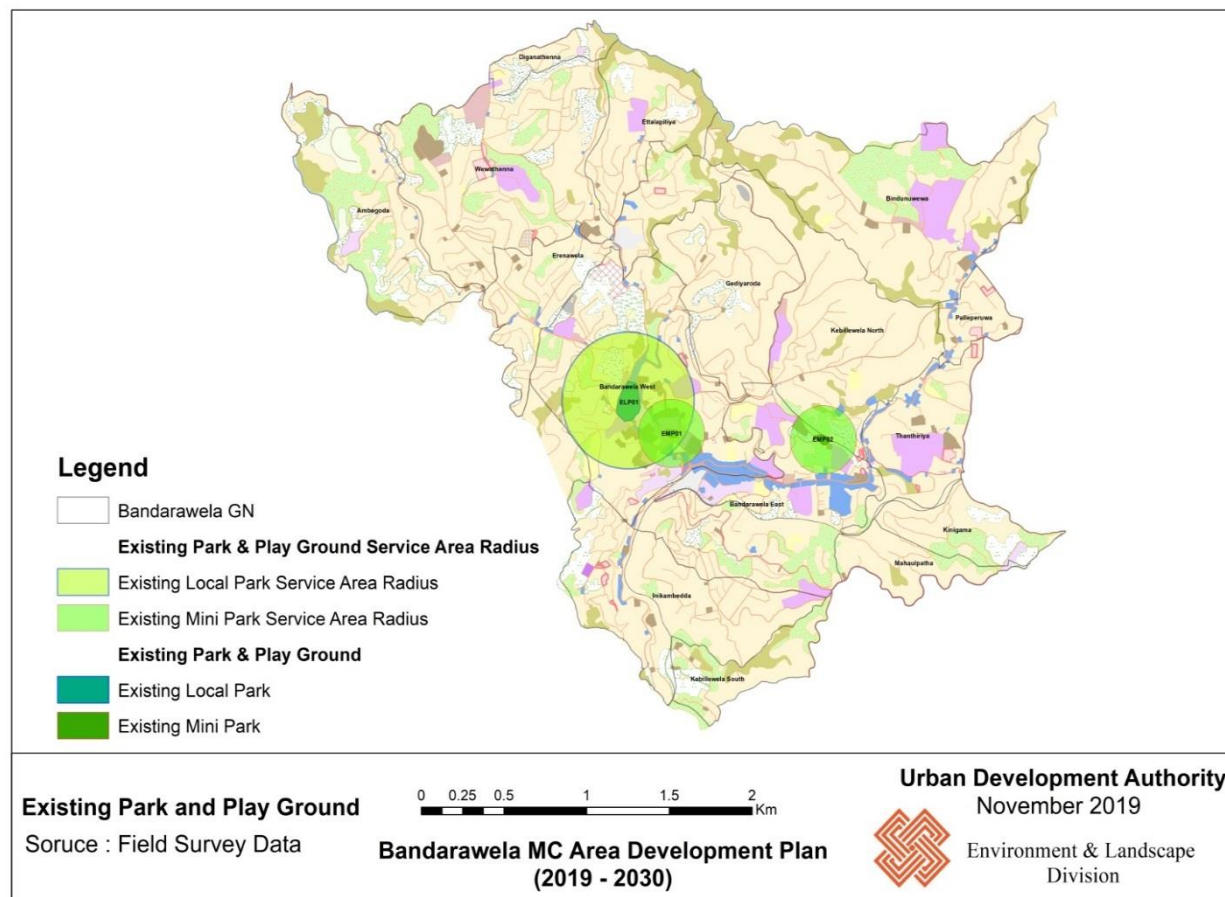
Source: Urban Development Authority,2020

Map No.2.18 : Analysis of the Slope Areas



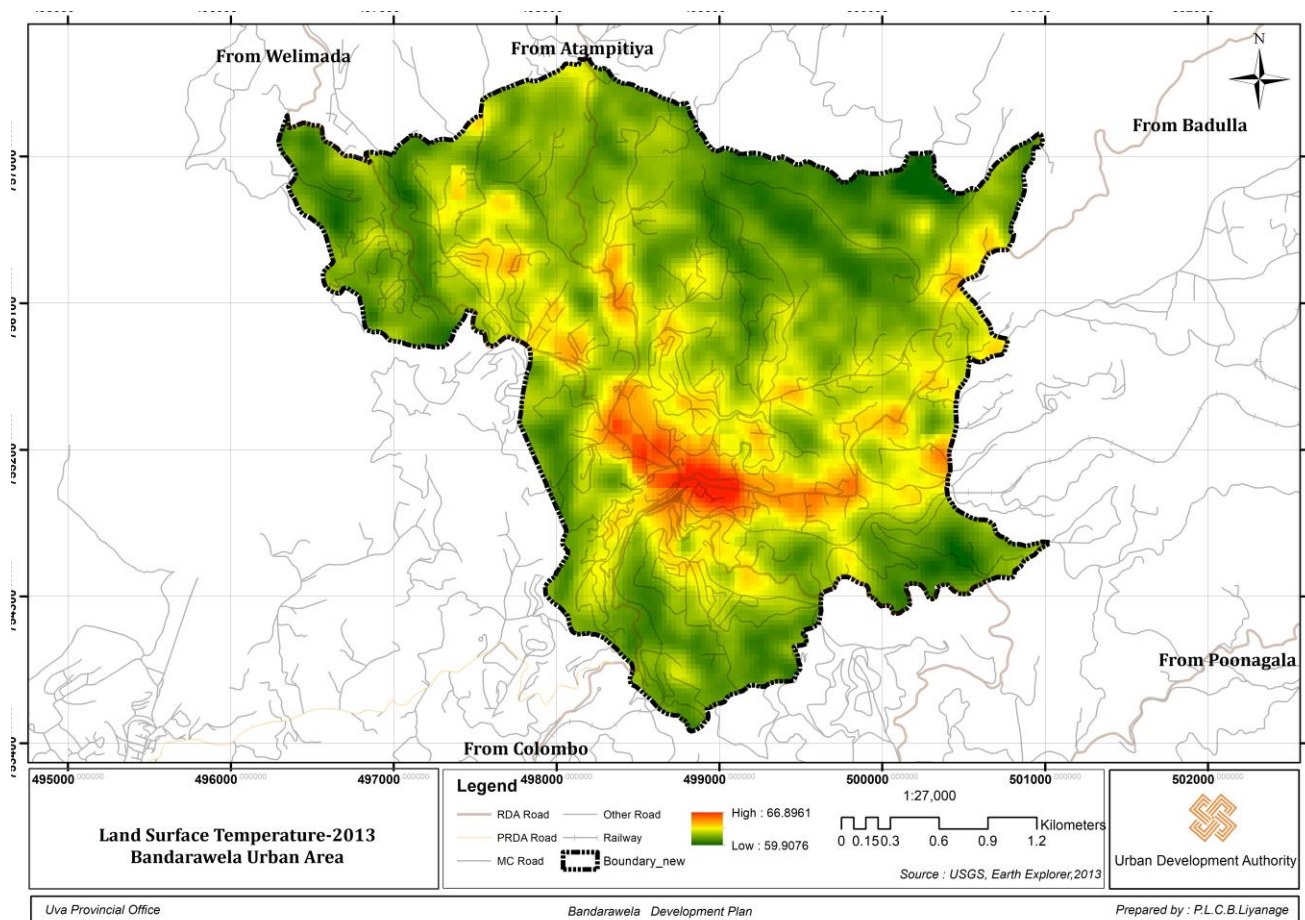
Source: Urban Development Authority,2020

Map No. 2. 19: Existing Parks and Playgrounds



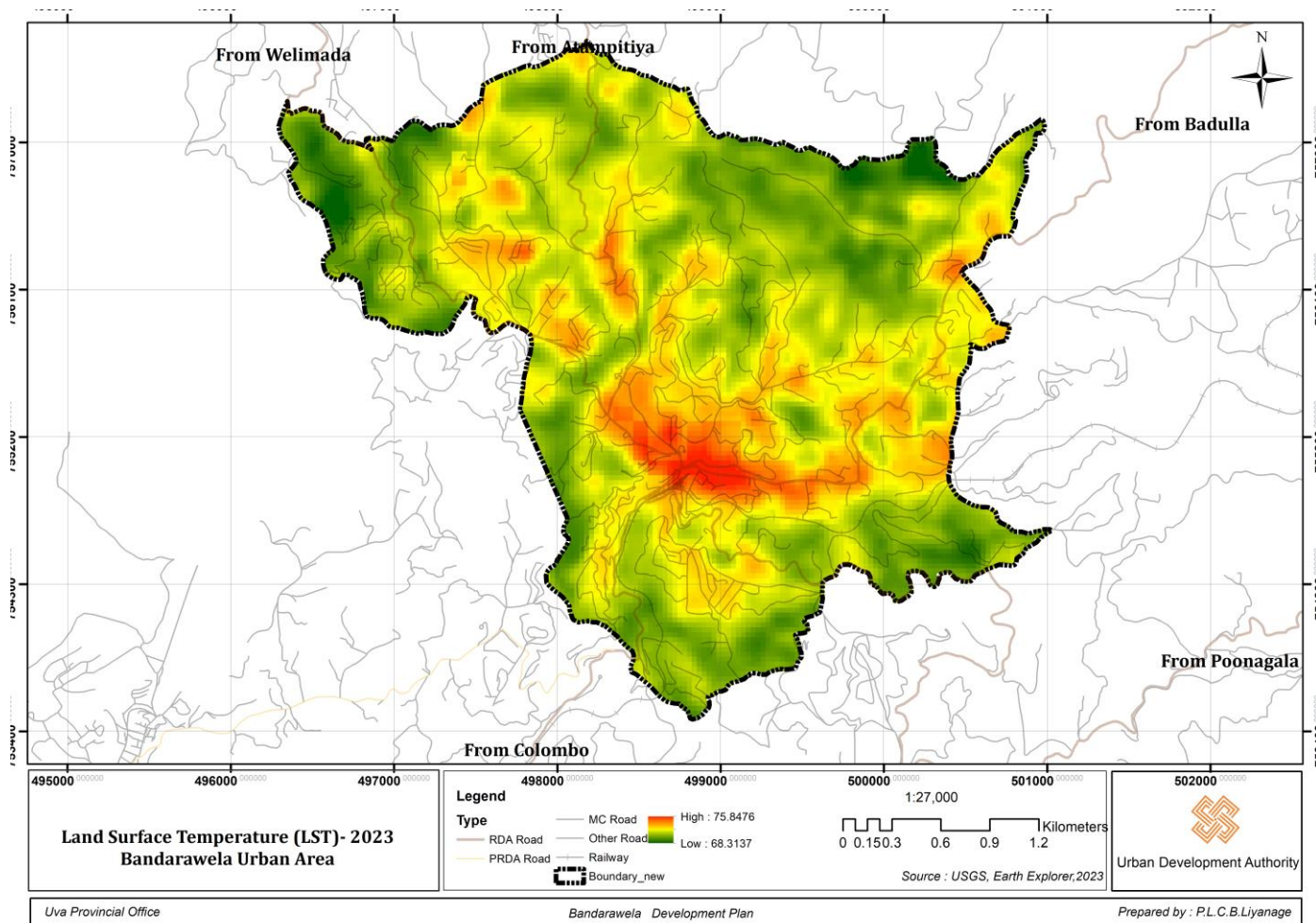
Source: Urban Development Authority, 2020

Map No. 2. 20: Surface Temperature of the Planning Area -2013



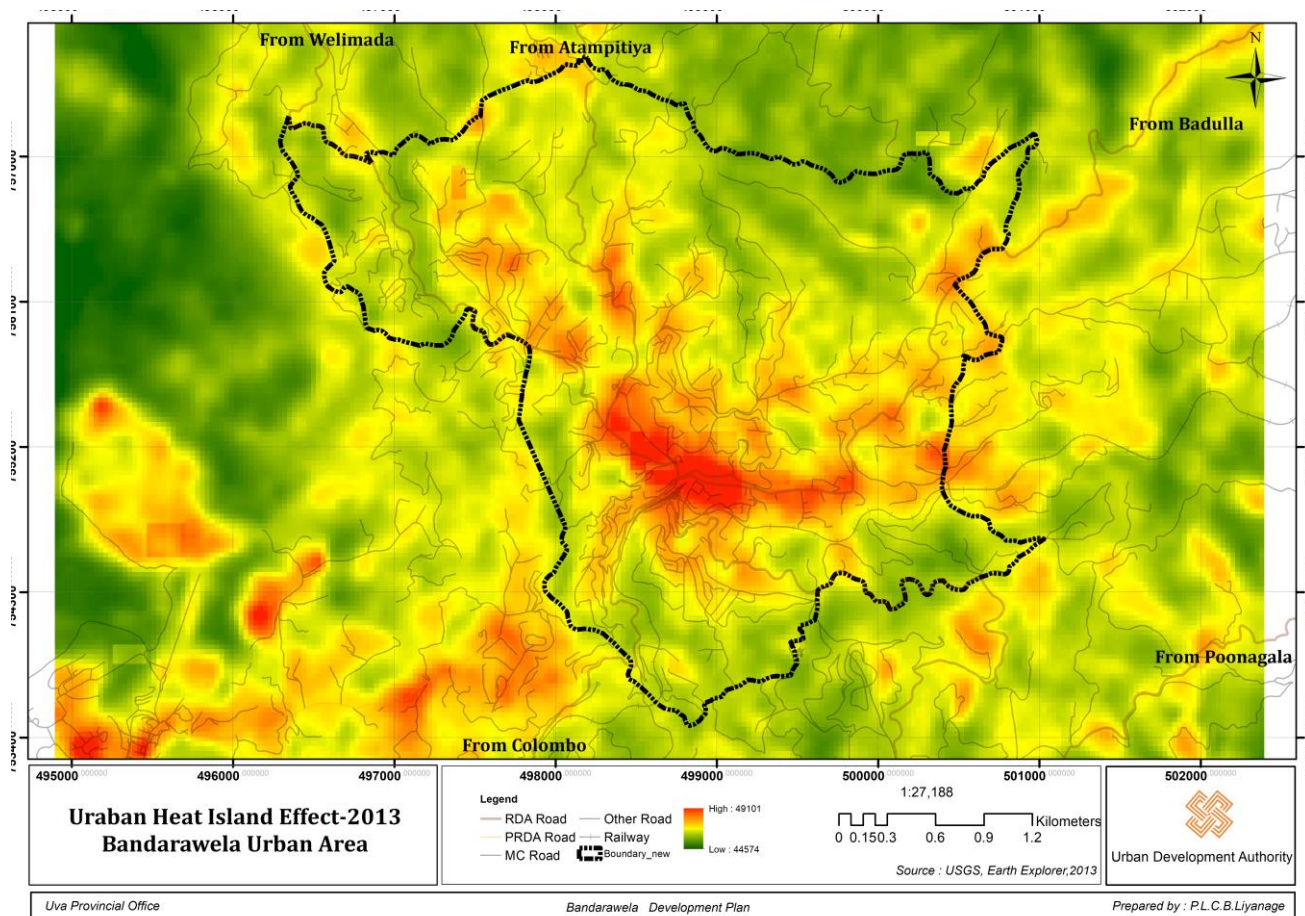
Source: Urban Development Authority, 2020

Map No. 2. 21: Surface Temperature of the Planning Area -2023



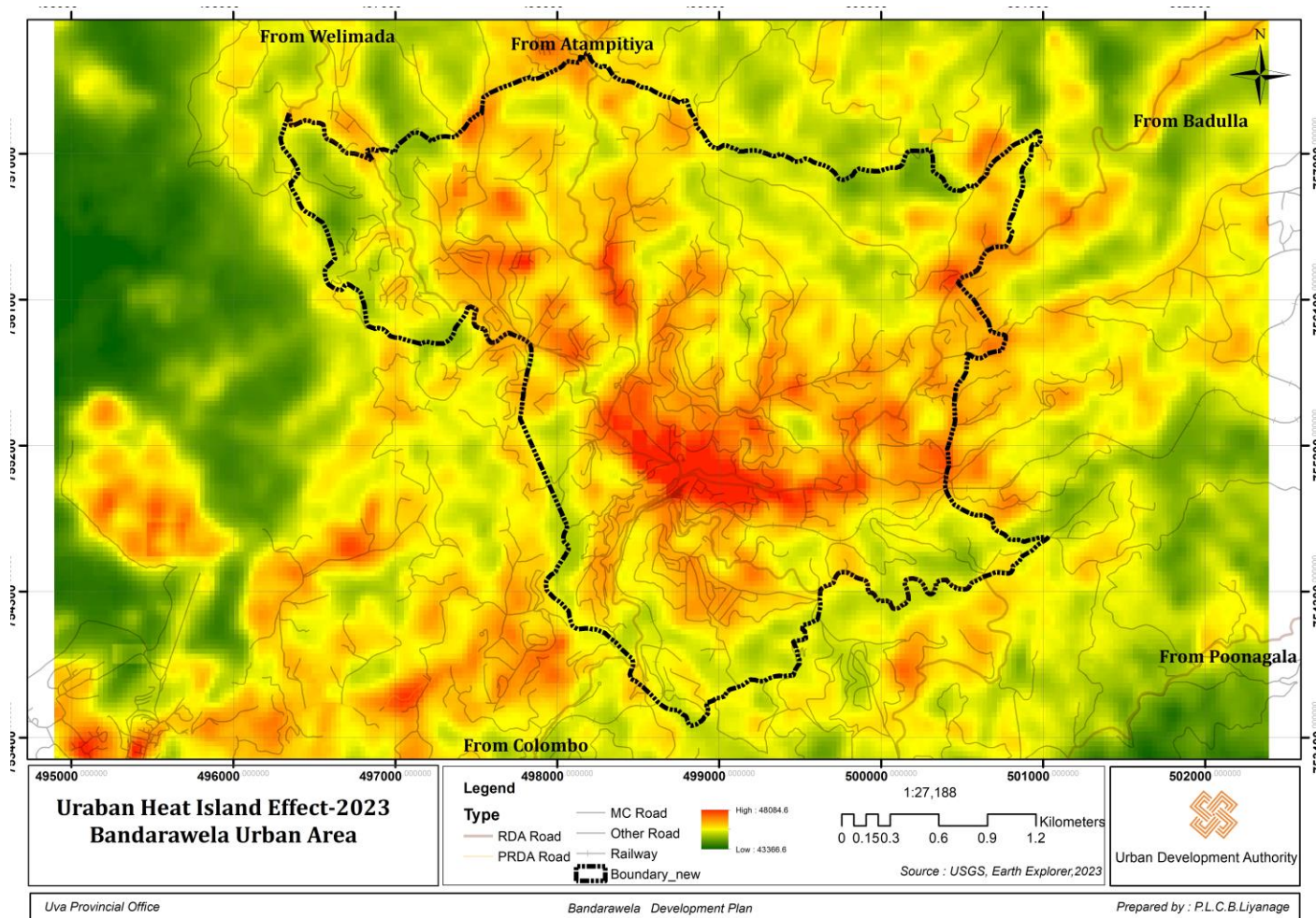
Source: Urban Development Authority, 2020

Map No. 2. 22: Normalized Difference Vegetation Index (NDVI) - 2013



Source: Urban Development Authority, 2020

Map No. 2. 23: Normalized Difference Vegetation Index (NDVI) - 2023



Source: Urban Development Authority, 2023

Chapter Three

The Need for the Development Plan

3.1 Introduction

The Bandarawela Development Plan has been prepared to solve the existing problems in the study area and take the city towards development by improving the potential.

A detail study has been done in all aspects such as physical, social, economic and environmental to identify the problems and potentials of the area. Based on the nature of the identified problems and opportunities, and uniqueness for impact priorities were set in consultation with key stakeholders at the stakeholder meeting.

Bandarawela is a unique city located along the tourist route of Sri Lanka, which has become a tourist attraction based on its environmental beauty. Due to the favorable environment and climate condition of the area, Bandarawela has become a strategic holiday destination for tourists throughout the year. There is an increase in tourists especially during the spring season of April.

Due to the presence of popular schools and the main commercial service center in the Uva province, there is a high population migration to the area daily. In addition, many people are keen to establish their residence within the city limits due to popular schools. However, the development of the city has become problematic due to the inherent environmental sensitivity and high development potential of the city. This chapter describes the need for a development plan to minimize these issues and utilize the available potential in maximum way.

3.2 Existing Problems of the planning area

3.2.1 Absence of development plan to regulate development

Every country, city and place in the world has its own unique identity. But due to the intensity of physical development that identity has been lost in many places.

Bandarawela city was established as a tourist destination during the colonial period and today it has become a leader in providing commercial services to the province. Basically,

Bandarawela was able to provide the services for a tourist accommodation based on the favorable climate and beauty of the area. At present, the activities of the city were arranged to meet the needs of commercial services, educational services, more than the tourism industry. Accordingly, Popular schools, private tuition classes are important related to the education sector and Bandarawela wholesale market is important in the commercial sector.

However, the sustainability of the city's original beauty has slowly started to decline. Green hills are covered with concrete buildings. The typical buildings of the city have been changed and the concrete buildings of a typical commercial city have been constructed. Due to the limited space of land and not properly manage, the constructions have been done within the landslide-prone areas.

Picture No. 3.1: Constructions done at the hills



Source: Urban Development Authority, 2021

Thus, the identity of the city is being lost by recognizing the values and uniqueness of the city and allowing the development activities to be carried out. Therefore, there is a need to encourage development through sustainable regulations and guidelines. It is a big problem that Bandarawela city does not have a development plan for that.

3.2.2 Traffic Congestion

Several factors have been affected to the traffic congestion in Bandarawela city. Bandarawela town has developed along the Badulla-Colombo (A16) main road with a linear town structure mainly due to the topography of the area. The A16 road coming from

Colombo in the East and the Welimada-Bandarawela main road in the North-West have fallen along the slopy area of the mountain and that cannot be widened any further. Also, the main road coming from Atampitiya to the Northern hill and the A16 road coming from Badulla on the western hill have formed the road network of Bandarawela town.

However, the town has mainly developed linearly along the A16 - Badulla - Bandarawela road and the B28 Dharma Wijaya Mawatha. In one phase of the city's evolution, the Dharmawijaya Road has been developed as a alternative route for the Bandarawela town as a solution for the traffic congestion of the city. However, due to the high intensity of development, the development work has spanned towards Badulla beyond that alternative route.

In addition, considering the spatial structure, the presence of the places that high concentrations of people are located facing to the main roads has led to the intensification for the traffic congestion. Accordingly, it can be identified that the Bandarawela main bus stand, wholesale market and main schools are located within the limited space within the city.

Due to the limited space around the bus stand, the Badulla-Colombo main road is completely blocked during entry and exit of buses. Another obstacle is the inability to widen the road due to the steep slope of the place. Also, the wholesale market is mainly based on the 3 Mile Road. Accordingly, the road becomes inaccessible to outside vehicles during the open days of the wholesale market.

Further, being located on a major road in the city, there is no need to visit the city. But many vehicles can be seen within the city daily which are running through the city. The absence of alternative roads and by pass roads within the city are the main reasons for this. Therefore, it takes almost 10 minutes during the day time to pass the city, and this time increases upto 30 minutes during certain peak hours.

Apart from this, the parking lots on both sides of the road can be identified as a factor that strongly affects to the traffic congestion of the city. Due to the limited space available in the city and the linear development of the city, a separate parking lot has not been provided.

Also, apart from the main commercial center, all other commercial centers parking spaces have not been provided. According to the data of the Municipal Council, there are 530 parking spaces in the city center, of which 320 are located on roadsides. This has also led to the fact that even though there are wide roads, the roads are not utilized to their full potential.

Table No. 3.1 : Parking spaces provided for registered vehicles

Type of vehicle	Parking spaces	No. of parking spaces out of the road	No. of parking spaces within the road (road side parking)
Threewheeler parking	17	1	16
Van	3	2	1
Lorry	3	2	1

Source: Bandarawela Municipal Council , 2020

Picture No. 3.2 : Traffic Congestion Surrounding Busstand

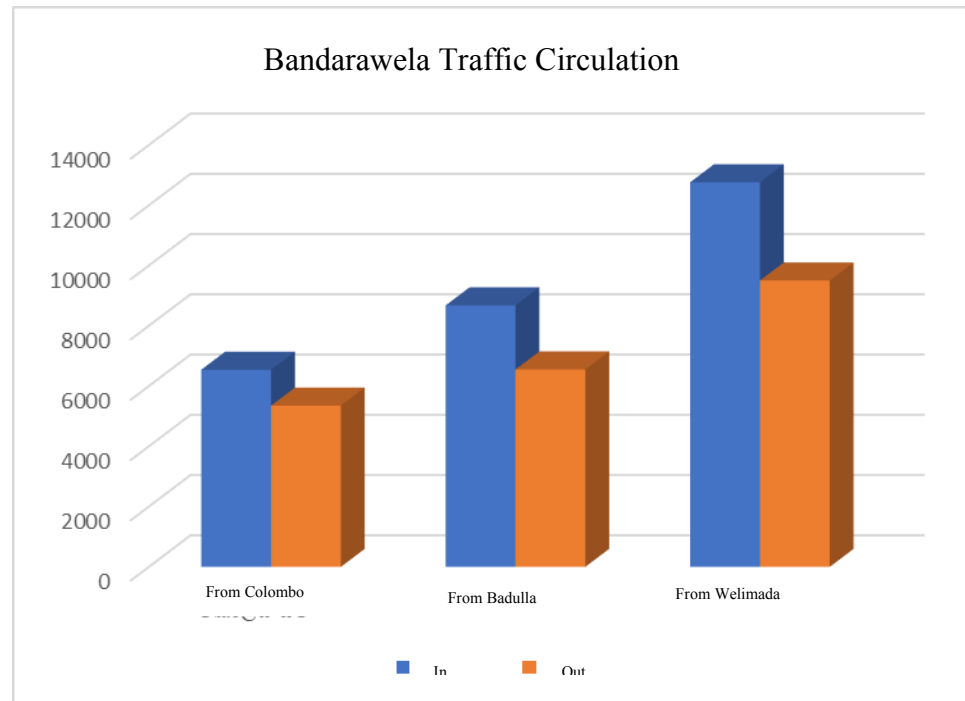


Source: Bandarawela Municipal Council , 2020

It was revealed during the field investigations that the trade in many commercial places along the main street is minimal due to the non availability of parking spaces to accommodate the number of vehicles coming to the city. Because, the most of the people who come to the city to get services are coming by their private vehicles. Although the number of vehicles coming to the city is about 2300 per hour, only 70% of them park in the city and get services. Accordingly, about 1632 vehicles are parked in the city per hour and there are 530 formal parking spaces are available within the city, and result of this is the increase traffic within the city.

Among the vehicles coming to the city, 28% are motorcycles and 35% are threewheelers. The percentage of all other vehicles is 37%. But lack of adequate parking spaces for these vehicles is a weakness.

Chart No. 3.1: Traffic Circulation of Bandarawela City- 2021



source: Traffic and Pedestrian Circulation Survey 2020, Urban Development Authority, Uva Provincial Council

3.2.3 Less water resources

Although the Bandarawela city is considered as cold area with a high level of environmental beauty, water resources are an severe problem. There are two main reasons and they are the reduction of the groundwater level due to the Eucalyptus plantations surrounding the top of the mountains and the tunnel of the Uma Oya multi-purpose project.

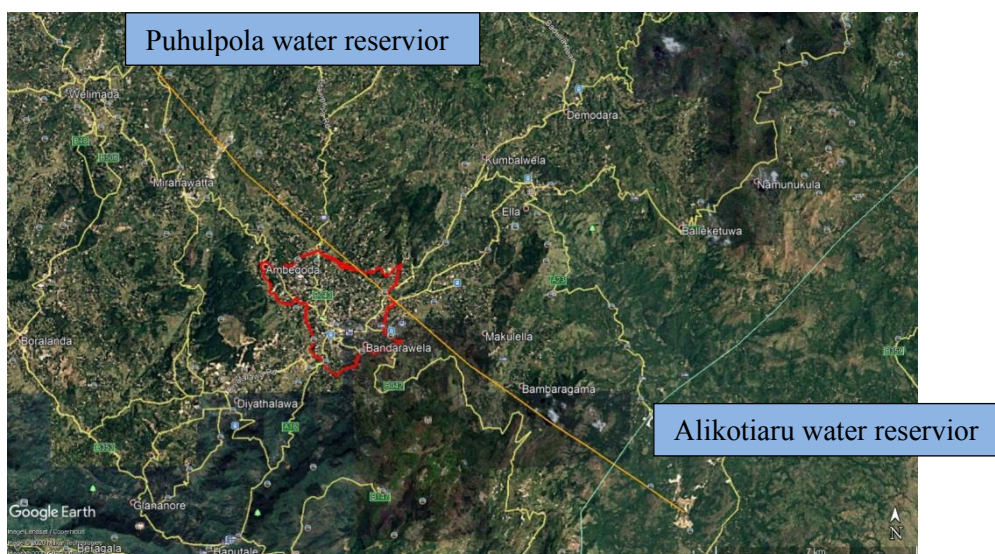
During the colonial period, the top of the hills of the city were used for economic forest. In the 18th century, the English rulers, who had relations with Australia at that time, spread Eucalyptus as economic forest throughout Sri Lanka as firewood for tea production and sleeper logs for railways. Around 1930, this forest was started by the Department of Forest within the upland areas. The main objectives of these plantations were to add economic value to the existing deciduous and coniferous forests in the area and to increase the plant cultivation. Apart from this, these crops were also planted for wind barriers. Eucalyptus

cultivation was carried out in Uva Province until 1991 by the Forest Conservation Department, through the World Bank-supported Forest Resource Development Project in 1982-1987, and the Asian Development Bank-funded Community Forest Project in 1982-1989.

Research has found that these plants use the water in the underground due to the high transpiration and the root system that goes all the way to the underground layer. Also, a research report published in 2019 by Mattos, Oliveira, Lucas and Wenlandi in Brazil confirmed that eucalyptus plantations will effect to slow down the process of groundwater formation due to high evaporation. However, it was mentioned in a survey report published by Ranasinghe and Jayasuriya in Sri Lanka in 1991 that these crops affect to the fertility of the soil.

using the underground water layer that has existed in the area these economic forest plantations have been developed. As a result of this, there was a rapid decrease in the groundwater level. Due to the existence of a minimum water level in the vicinity, there were no sufficient water sources to supply water for the city. 32% of the communities who depended on well water were in trouble due to the reduction of ground water level.

Picture No. 3.3 : Underground Tunnel of the Uma Oya Multipurpose Project



Source : Uma Oya Multipurpose Project, 2019

Bandarawela Town which functioned on a minimal water supply has faced further loss of water resources due to the construction of the Uma Oya multipurpose scheme tunnel

through Bandarawela city. Due to a technical fault in the tunnel that was built to carry the Uma Oya water from the Puhulpola Reservoir to the Alikoti Ara Reservoir, the underground water layer above it was sunk. In addition to water inundation, high property damages were also caused. However, this led to the loss of water to many who had depended on well water until then. The water supply was done at a minimum level due to the drying up of canals which use as the sources of water supply within this area.

Therefore, there is a need for an integrated development plan to carry out development work in a sustainable manner in such highly sensitive areas.

3.2.4 Weaknesses in solid waste and wastewater management system

With high commercial development of the city, the disposal of waste has become challenge. Mainly the city limits consist of two watersheds. Despite the varied topography spread across the city, all commercial and services belong to one watershed. This water flows through paddy fields located outside of the city limits.

Due to the lack of waste water management system for the city, it is mostly use the existing natural canals and drains as waste water disposal networks. Although the Bandarawela city is a beautiful city with tourist attractions, the water that flows through the drains has caused a strong unpleasant smell throughout the city and the overflowing of the drains on rainy days has created a ugly city. Also, the quality of the vegetable crops grown in the fields has been affected by the water flowing out of the city through the paddy fields.

Picture No. 3.4: Waste water drains flowing through the city center



Source : Urban Development Authority, 2021

3.3 Potentials of the planning area

3.3.1 Major tourist hub in Sri Lanka

Bandarawela city has a significant place among the cities famous for mountain hiking. Tourists visit to Bandarawela city for three main reasons as,

- i. For relaxation and entertainment
- ii. For environmental observation
- iii. For watching sports matches

Since the colonial period, the unique climate of Bandarawela area has been admired by tourists. According to legend, this climate helped to cure a rash on the skin of British rulers. Bandarawela Hotel which is famous even today, has been used for accommodation by the British to spend their holidays.

It is also an exceptional fact that many tourists who come to Bandarawela city due to the unique climate are preferred to spend their holidays within the hotel rather than walking around the city and it was confirmed as per the discussions held with the people involved in the tourism industry. At present, luxury apartments are being built all over the city and there are in high demand from families come for the holidays. Many people have chosen the city of Bandarawela to spend their holidays without settling permanently in the city.

Picture No. 3.5 : Tourist attractions places surrounding the Bandarawela city



Lipton's Seat



Haputale



Adhisan Banglow



Demodara Nine Arch Bridge

Source : Internet

Due to the unique climate, the city and surrounding areas are also very popular for vegetable and flower cultivation. The flower cultivation and vegetable cultivation activities directed for the development of the tourism industry.

In addition to this, since Sri Lanka's tourist route passes through Bandarawela city, tourists who do not come directly to the city have also stopped at Bandarawela for a moment on their way. Through that, it can be seen the improvement of the commercial activities scattered all over the city. Although there are no tourist attractions places within the center of the city, the scenic routes leading up to the green hills have contributed to this attraction. Also, many people visiting areas like Haputale, Ella, Boralanda choose the Bandarawela central area for their strategic accommodation.

3.3.2 Main Commercial City of the Region

The Bandarawela city, which takes a linear urban structure, has developed mainly along the Badulla-Colombo A16 road. Although Badulla is the main city of Badulla District in Uva Province, many commercial and financial activities have been attracted to the Bandarawela city due to its strategic location.

The wholesale market has an exceptional place in the trade of agricultural products. The agricultural products around 100-125 Metric Tons per day are selling through this wholesale market, and these crop products are transported to areas like Colombo, Matara, Galle, Kalutara. Apart from this, through the private wholesalers and Cargill's wholesale centers, 60 and 6 Metric Tons trades have been done respectively. Thus Bandarawela is special for wholesale trade due to its strategic location and agricultural land around the city.

Although the Bandarawela wholesale market is not named as an economic center of Sri Lanka, the number of traders and farmers who visit to the city is huge. Traders come from Matara, Galle, Ampara, Colombo, Ratnapura etc. to get vegetable stock from agricultural areas such as Atampitiya, Wellawaya, Boralanda, Welimada, Ella, Nawelagama etc. in the region. Due to the climatic characteristics of the area, there is a high demand from the traders coming from the outside the region for the better grown vegetable crops. Although the Kappetipola Economic Center is located near by the wholesale market premises with relevant facilities, many traders do their business around Bandarawela due to availability of vegetable that can meet their demand and easy accessibility. Accordingly, the Bandarawela vegetables have also become popular among the traders.

As well as agricultural services, there are also commercial establishments that required to make agricultural products such as agricultural fertilizers and chemicals are located within the city. Due to the development of agricultural services, many farmers do their crop trading around Bandarawela and choose Bandarawela city to buy the agricultural products they need. Thus Welimada is other city in the region where agricultural products trading centers are located. But many farmers are interested to choose Bandarawela due to its easy accessibility.

Moreover, there is a high demand from the residents of the city for the clean and fresh vegetables in and around the city. Furher, it can be concluded that the city's commuter population is also concerned to buy Bandarawela vegetables on Sundays when the market is held. Therefore, the current situation of agricultural services and agricultural products are strengths for the city's economy.

Picture No. 3.6 : Wholesale Market - Bandarawela, 2020



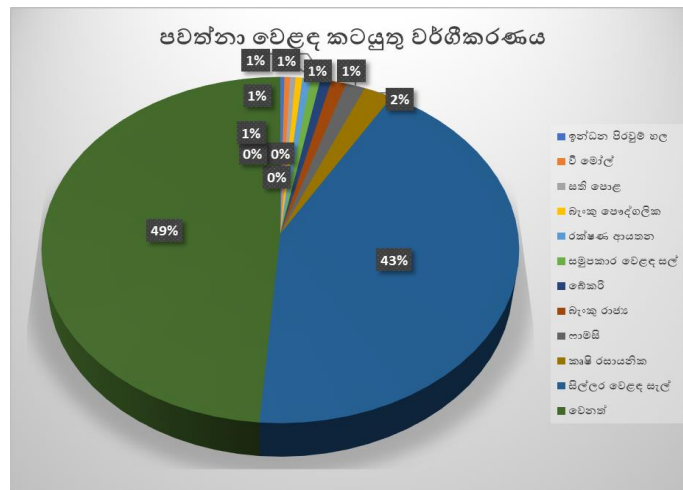
Source : Urban Development Authority, 2020

Apart from this, flower cultivation also can be identified as a unique agricultural product of the city. This trade is controlled by private traders located within the city and flower farmers do their cultivation within the city and it's surrounding areas.

Commercial facilities related to agricultural services are one of the mode that getting highest income to the Municipality. The necessary agricultural products and financial facilities for the farmers are located within the city to a satisfactory level due to these two main agricultural products. Therefore, the farmers of the region have chosen Bandarawela city to get medicines and fertilizers needed for the sale of their products and the production process.

In addition to this, textile mixed commercial activities and hotels are located within the city based on the development of tourism industry and to fulfill the needs of the residents living in the vicinity of the city. By choosing Bandarawela as its commercial center, which is not established within the other cities in the region, the main textile outlets and hotels clearly show the potential of the city for its strategic economic activities.

Chart No. 3.2 : Classification of trade activities



Source: Resource Profile - Bandarawela Divisional Secretariat, 2020

Due to the establishment of the famous textile shopping complexes within Bandarawela city, instead of in other cities of the region, has led to increased people's attraction to the city. To obtain financial facilities for these services, the branches of all the financial institutions have been established within Bandarawela town and it can be identified as a diversified commercial place that have potential for the town to become a smart town.

When the city is developing in terms of commerce, many people have been motivated to choose Bandarawela as their residence to get the facilities of the city. Accordingly, there is a high land value in Bandarawela compared to other areas in the region.

3.3.3 Main Educational Hub of the Region

Popular schools in Bandarawela area have gained results higher than other schools in the region, which has led to this trend. Especially Bandarawela Madhya Maha Vidyalaya (Bandarawela Central College), Dharmapala Navodya Vidyalaya and St. Thomas Private School take the priority.

Since the beginning of the history, Bandarawela area famous for educational services. During the World War several schools in Colombo such as the Royal College, Visakha College etc. were transferred to the Bandarawela area due to their suitability at that time and nowadays those schools have become popular not only in the area but also among the community of the region.

Due to the presence of popular schools, there is a high demand for private tuition classes. Popular private tutors are strategically located in Bandarawela where children from as far away as Wellawaya, Moneragala, Badulla, etc. are attract to their classes every day. Nearly 25,000 students are studying within the city limits, and another 10,000 children come for private tutoring. Moreover, according to the data of the Bandarawela Education Zonal Office, 30% of the children living in the city limits and get education, which further confirms the high acceptance of the Bandarawela area for educational services.

Picture No. 3.7 : Private tutoring classes - Bandarawela city, 2020



Source : Urban Development Authority, 2020

In addition to this, Sri Lanka Tourism and Hotel Management Institute, Bandarawela National College of Education, Service Education Training Institute, National Youth Service Corps, National Open University, Technical College etc. are located within the city limits.

With the location of many educational services, similarly, commercial services related to educational activities are located throughout the city at a satisfactory level. Accordingly, this has led to a high number of people coming to the city for residence and as daily commuters. Children from other provinces also have migrated to Bandarawela for education. Among them, it was revealed during the preliminary survey, that children come from the areas of Balangoda, Wellawaya, Monaragala, Bibila, Mahiyanganaya, Nuwara Eliya.

Chapter Four

Development of Planning Framework

4.1 Vision

“Blossomed Holiday City in Mountain Range”



“කළු වලින් වටවූ සුපුෂ්පිත නිවාඩු නගරය”

4.2 Vision Statement

Bandarawela city is known as the shelter among the blue hills because of its high tourist attraction due to its unique climate. The scenic beauty of the blue mountain will enhance the tourist attraction. The goal of his plan is to create a high-class tourist town among the mountains by focusing on a protection program for the mountain ranges filled with dense forests that are gradually disappearing. It is proposed to create a city with full of flowers for tourists to actively hang out and increase the accomadation period of tourists wthin the city. Accordingly, it is proposed to make the city as strategic tourist destination for the tourists who visit the city to get experience the unique climate of the city and tourist attraction places located around the city.

Green color represents the agriculture and beautiful environment that has been the economy of the city since time immemorial. This will strengthen the existing agro-economic pattern and the services provided through the city, protect and improve the beautiful environment, and a beautiful city will emerge in the future. It is expected that the agricultural economy will be used to develop the tourism industry.

It will emerge to create a strong economic base city by developing the physical environment based on these two main services of tourism industry and agricultural services with the necessary facilities. The vision of this city development plan is to make Bandarawela the pioneer of the tourism industry and agriculture economy in Uva province by 2033.

4.3 Goals

1. Make Bandarawela ‘The Blissful Destination’ in hill country
2. Create Bandarawela ‘Flourishing urban center’ for the city users
3. Create Bandarawela ‘Vibrant sustainable economic center’ of the region

1. Make Bandarawela ‘The Blissful Destination’ in hill country.

- To improve tourist gathering places and beauty of the town center and attract 50% of tourists from Ella –Nuwaraeliya tourism route in the year of 2033.
- To reinstate the arrogant architecture and landscape along Welimada, Badulla and Diyathalawa main roads in the year 2033.
- To guide the development in sloppy areas to preserving the nature sceneries towards the Diyathalawa by 2033.

2. Create Bandarawela ‘Flourishing urban center’ for the city users

- To create Kahattewela and Bindunuwewa connected sub commercial clusters by improving the road network by the year 2033.
- To protect the green and blue environment of Bandarawela by conserving 100% forests by the year 2033.
- To upgrade the Bandarawela as service providing city for the Ella-Nuwara Eliya tourist route by the year 2033.

3. Create Bandarawela ‘Vibrant sustainable economic center’ of the region

- To promote three economic corridors towards the Welimda, Diyathalawa and Badulla by the year 2033.
- To upgrade Bandarawela agro production services into virtual platform by the year 2033.
- To maximize the tourist revenue by 50% by extending tourist stay nights by the year 2033.
- To promote Bindunuwewa as Education facility node of the Bandarawela by the year 2033.

Chapter Fve

Detail SWOT Analysis

5.2.1 Make Bandarawela ‘The Blissful Destination’ in hill country

Strengths

1. Being as Popular Tourist Destination

- Bandarawela has become a popular tourist destination for local and foreign tourists since the colonial days.
- Many tourists have chosen Bandarawela as their accommodation due to the favorable weather around the city, the existence of attractive places like Ella, Haputale Boralanda, Badulla, and being a strategic destination to reach all those places.
- The other reason for Bandarawela city being a popular is that it is accessible by both rail and road transport compared to other areas.

2. Availability of Tourist hotels and accommodations

- 69 tourist hotels have been registered in 2020 within the Municipality limit.
- There is a high demand for expansion of luxury hotels, and there is a significant place for the hotel such as Orient Hotel, Bandarawela **Hotel etc.**

3. Presence of tourism education facility centers

- Having a branch of the Sri Lanka Tourism Hotel Management Institute which provides knowledge on tourism and hotel management.
- This institute was established in 1999 and offers courses in Culinary Profession, Hotel Receptionist Training, Restaurant Service Management, Hotel Housekeeping etc.
- This institute imparts about 1000 students with knowledge about the tourism industry to the area through short-term courses of 3-4 months duration.

Weakness

1. Negative impacts of High Development Pressure

- Bandarawela has a high population attraction for residence due to being a tourist hub, a major commercial city in the region and a city that provides major educational services for the region.
- Compared to the year 2012, Bandarawela's population growth rate in 2020 is 1.24%.
- The increase in demand for residential use along the mountain areas, unplanned subdivision of land into small lots and constructions that blocking the mountain views.

2. Traffic congestion within the town center

- Due to the topography, Bandarawela area has been developed as a linear pattern and approach to the city through four main roads falling along steep slopes.
- There are about 530 regular parking spaces within the city and out of them 320 are on-street parking.
- Only 210 spaces will remain as separate parking spaces.
- Therefore, facilities like parking are at a very minimum level to stay within the city for the commuters who are coming to get services and for the tourists who travels via the city.

3. Lack of open spaces

- The existing open spaces such as Children's parks, Municipal Council Stadium, North Cabillawela Stadium are open spaces with limited accessibility.
- Only 3.1 ha. Are allocated as open spaces from the total land use and this represents about 0.1% of the total land area.
- According to standard following by the Authority, 31 hectares should be allocated for open spaces within the planning area.

4. Gradually decline the colonial architecture

- Bandarawela is a city located during the colonial period.
- It was a tourist destination used for the relaxation and entertainment by the English rulers due to the favorable climate along with the railway station and road network built for the tea transportation.
- At present Bandarawela is becoming a commercial city with high urbanization, and except for a few minor buildings, all other buildings show the character of a normal city.

5. Unavailability of proper solid and waste water management system

- There is no proper system for waste water management within Bandarawela city.
- At present, the city's rainwater drains are also used as a mode of discharging waste water, and this situation has led to a heavy unpleasant smell blowing throughout the city.
- According to calculations, 5130 cubic meters of waste water is disposed per day in relation to the existing population and it will increase upto 5892 cubic meters by the year 2033.

Opportunities

1. Being the major node of Ella –Nuwara Eliya Tourist Route

- A strategic tourist destination in the middle of many tourist attractions with significant features.
- It is possible to reach places like Haputale, Badulla, Wellawaya, Welimada, Nuwara Eliya, Diyathalawa with different climate and environmental conditions that can be reached within a limited period of time.

Threats

1. Covid Pandemic situation from 2019

- According to the Central Bank report in 2019, it says that the tourism sector represented of Sri Lanka's Gross Domestic Product is 12.5%.
- But since 2019, the arrival of local and foreign tourists is at a very low level due to the travel restrictions imposed with the Covid pandemic situation.
- Hotels with high room rates has to reduce their prices and many people in the tourism industry lost their jobs.

5.2.2 Create Bandarawela ‘Flourishing urban center’ for the city users

Strengths

1. Well connected road network
 - Bandarawela city with the linear development along the Colombo-Badulla A16 main road is well connected with the B43 road leading to Nuwara Eliya and the B42 road leading to Poonagala.
 - According to the connectivity analysis of the road network, a high connectivity value can be identified in Bandarawela city. (Map No. 5.1)
2. Availability of range of commercial services
 - The diversified commercial facilities like textiles, agricultural services, financial services etc. are located within the city.
3. Availability of Popular schools
 - According to the analysis of data related to educational services, nearly 25000 children are studying in schools within the city.
 - Along with school education, external degree courses and professional courses are also important.
 - Data analysis confirmed that about 30% of school-going children are accommodated within the city.

4. Availability of Agro based services and products

- Trade in agricultural products and providing services can be identified as the main economic activities in Bandarawela town.
- Among the commercial centers, that receiving highest income to the Municipal Council through agricultural products and sale centers.
- There are agricultural products, fertilizers and chemicals sale centers established throughout the city.
- Being able to buy clean and fresh vegetables in and around the city.

Weaknesses

1. Traffic congestion within the town center

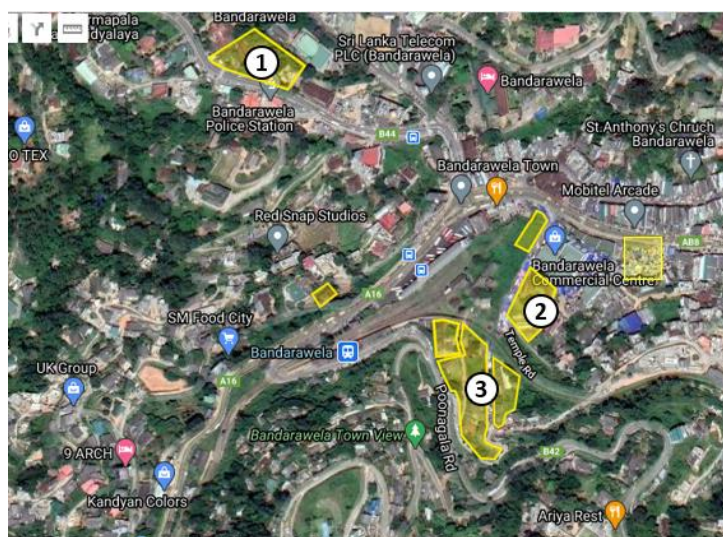
- The traffic congestion of the city center is directly effect to the efficiency of the of Bandarawela town which have linear development urban structure.
- Due to the topography, less alternative routes, the location of high population attractions like educational and commercial in the center of the city, and on street parking have resulted in traffic congestion of the city.

2. Less parking facilities

- Bandarawela town has been developed at leaner pattern due to it's topography. There are four main access roads approaching the Bandarawela town have laid along rough slopy areas.
- About 530 regular parking spaces are available in the city, of which 320 are on-street parking.
- Only 210 spaces will remain as separate parking spaces.
- Therefore, facilities like parking are at a very minimum level to stay within the city for the commuters who are coming to get services and for the tourists who travels via the city.

3. Under-utilize lands within town center

- Most of the land in the city belongs to government agencies as a it is established during the colonial period.
- Picture No. 5.1 : Under developed lands within the city center



Source : Urban Development Authority, 2022

Table No. 5.1 : Under developed lands within the city center

	Land	Land Extent	Ownership
1	Welimada Road, land near court	140.13 perches	Department of Railway
2	Land behind commercial complex	124.86 perches	Department of Railway
3	Land on the left side of the tunnel	85.2 perches	Department of Railway
4	Cooperative land	82 perches	Department of Cooperative
	Total	2 Acres 2 Roods 32.19 perches	

Source : Urban Development Authority, 2022

4. Water scarcity

- There is a long-term water shortage within the Bandarawela Planning area including upland area due to the eucalyptus cultivation.
- The water resources in all the catchment areas of Bandarawela were at a minimum level due to a technical fault in the underground tunnel, which was constructed under the Uma Oya multi-purpose project,.

5. Unavailability of proper solid and waste water management system

- Mostly waste water has been disposed to the drains of city due to the lack of a proper waste water management system and these drains become a transport mode of waste water.
- During rainy days, these drains overflow and a strong unpleasant smell is blown from the drains.

Opportunities

1. Proposed Bandarawela- Diyathalwa -Haputale intergrade water supply Project

- This project has been launched under the National Water Supply and Drainage Board targeting the areas directly affected by the tunnel constructed under the Uma Oya Multi-purpose Scheme.
- The aim of this project is to build the Diaraba Reservoir by crossing a stream near Uma Oya and to provide water for 64 rural areas in Bandarawela, Haputale, Welimada, Ella, Haliela within the Divisional Secretariat Divisions.
- Proposal has been done to provide services to 107839 beneficiaries by the year 2042.
- Estimated cost is Rs.16427 million.

2. Proposed Sewer Treatment Project

- The project is proposed to be carried out in a part of the existing Solid Waste Management Yard.
- Sewage treatment will be done through this project as a solution to the gully waste collected by gully bowser vehicles.

Threats

1. Availability of landslide prone areas

- With the high population density in the city, there has been a tendency to use even the steepest slope areas for residential use.
- According to the data related to the disasters, Bandarawela Divisional Secretariat office for the year 2019, landslide disasters have been reported in Bandarawela West, Bandarawela East, Tanthiriya and Kinigama aras in 2018.

5.2.3 Create Bandarawela ‘Vibrant sustainable economic center’ of the region

Strengths

1. Availability of Agro-based services and products

- The existence of a market for agricultural services and agricultural products within the city for the agriculture industry which is a major economic activity of Bandarawela.
- Provision of facilities for the wholesale market, provision of stalls for the retail and provision of facilities required for the Sathipola.
- Among the revenue generated by providing the infrastructure facilities, the highest revenue of 35% percentage is getting from the agricultural products trading activities.
- Regarding the production of vegetable crops, about 200 metric tons of vegetables are collected and distributed per day within the Bandarawela city.

- The involvement of companies like Cargills for these services and private companies like Beautiful Flora for buying flowers confirms the uniqueness of Bandarawela flower and vegetable farms.

2. Availability of hotels and guest houses

- There are 69 tourist hotels have been registered within the Municipality and the existing tourist hotels in Haputale Ella and other areas around the city also provide facilities for tourists coming to Bandarawela.
- It can be identified that more than 50% of the revenue from the trade licenses of the Municipal Council is received from tourist hotels, and the tourism sector has a high place in the economic sector of the city.
- In addition, it can be identified that there is a trend to construct a housing units as annex for tourists in addition to the main house of the buildings within the city.

3. Availability of popular schools and private education centers

- The education sector, which is a significant to the city, help to uplift the city economy and make the city popular.
- Nearly 25,000 school students are studying within the Municipality, and 10,000 students from outside of the city come for private education on daily.
- The presence of leading private educational institutes has also increased the popularity of the city.
- 40% of the commuter population of the city come for the purpose of education, and facilities like book shops, restaurants and accommodation facilities.

4. Availability of various commercial and financial services

- Various types of trading services, agricultural services, textiles, cloths trading centers, book shops, other market etc. are available within the city.

- The existence of branches of all types of financial institutions such as licensed commercial banks, licensed specialized banks and chartered finance companies are a very convenience to the traders and the commuter population of the city.

Weaknesses

1. Traffic congestion within the town center

- Accessibility to the city indicates the efficiency of the city, which directly affects to the city's economy.
- If it takes more time to access the city, it will effect to increase the travel time to reach to other sourrounding cities.

2. Less parking facilities

- Although the city is a rich area that provides services to all sectors, the lack of parking facilities for the clients has caused them to avoid the city and turn to other service places.

3. Under-utilize lands within town center

- The land value within the Bandarawela city center is very high compared to other cities in the region.
- Due to the fact that most of the land in the city center is owned by the various government agencies, there is no any direction to use those lands for optimum use due to various restrictions, and therefore many valuable lands are still underdeveloped which are located within the city center.

4. Water scarcity

- Water avaialability within Bandarawela city is at a minimum level due to the negative impacts of the recent development projects and the depletion of the underground water table due to long-term economic forest lantation.
- The Municipal Council and residents also have to spend additional cost to provide and receive water.

5. Less infrastructure facilities within Bandarawela whole sale market

- The Bandarawela wholesale market located along the existing three-mile road along the Atampitiya road operates on minimal facilities but also supplies vegetables for a large area.
- The problems of having minimal parking spaces for lorries, lack of sanitary facilities, lack of easy accessibility, lack of restaurants, lack of financial facilities are identified.
- Due to the location along the three mile road, this road cannot be used for normal transport activities during the operation of the whole sale market.
- Also, there is heavy traffic around the whole sale market and the Atampitiya road is also congested on the days of the market functioning and vehicles accessing to the Bandarawela District Hospital are in a lot of trouble.

6. Less infrastructure facilities within private education centers

- The buildings where private classes are conducting are not properly constructed.
- Unsafety, lack of ventilation and lighting, inadequate sanitary facilities can be identified from these buildings.

Opportunities

1. Agro based activities within the surrounding area

- Agriculture products of the areas such as Atampitiya, Gawela, Welimada, Neluwa, Demodara, Ella, Namunukula, Ballaketuwa, Haputale, Diyathalawa, Wellawaya are collected and distributed through the Bandarawela wholesale market.
- The existing fresh flower businesses in those areas provided unique opportunities to the city.
- Most of the time these entrepreneurs are keen to popularize their products with the name 'Bandarawela'.

Threats

1. Covid pandemic situation

- Bandarawela city, where the tourism industry was the main economic sector, lost jobs and sources of income due to the absence of tourists due to the Pandemic situation.

- Difficulties have arisen in the practical implementation of development projects.

2. Current economic crisis

- Difficulties in implementing development projects within the time of the economic crisis in the world and the country.



Chapter

The Plan

Chapter six

The plan

6.1 Concept plan

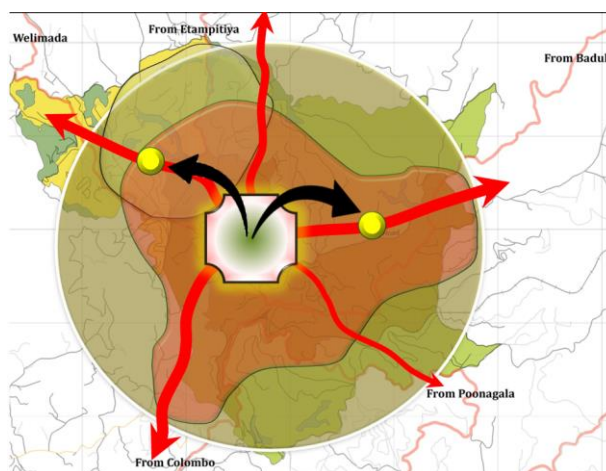
The concept of the Bandarawela City Development Plan is a rose flower, with the vision of a Blossomed holiday city in mountain range by the year 2033. The city is interconnected by five stamen-like roads running through the center of the rose in five directions. The city center is the highly densified development area. Surrounding the city center consists with various tourist zones, mixed development zones and residential zones. The rose plantation, which grows more favorable to the city's climate, is depicted as the colorful symbol of the city's development.

In the future, Bandarawela city is expected to become a comfort tourist destination in Uva province, by providing the 100% tourism services through development plan in the year 2033. Accordingly, enhance the city's coherence and the land use of the city center is arranged in a way that favors to the tourism industry.

Development of the city through zoning

The strategic project has been identified to extend the linear development concentrated on the Badulla-Colombo road towards the Welimada road and Atampitiya road. Also, it is proposed to use the highly sensitive areas around the city effectively for the conservation areas of the city.

Picture No 6.1: Concept plan



6.2 Proposed land use plan

While studying the Bandarawela development pressure analysis, it was identified that the city center has high development potential. Therefore, the land use of the city center is expected to be used more effectively to achieve the desired vision. Accordingly, the proposed land use in Bandarawela town will be changed as follows.

- Use the underutilized lands within the city center for the development of the tourism industry.
- Provide facilities to promote the commercial uses within the city center.
- Based on development trends expand the city's tourist attraction towards the Welimada route
- Promote the main road towards Badulla by giving priority to commercial uses

Accordingly, it is expected to use directly for tourism and commercial purposes, the lands which have high commercial value but underutilized, located within the city center and current development will be doubled and tripled with the high-density development within the city. Under this, the priority has been given for the seven lands development project. And also, identify the underdeveloped and underutilized government lands in the city center and proposed to develop as multi-storied development projects. These multi-storied building projects proposed to be developed as mixed development projects and expected to provide recreational facilities, public and open spaces for the tourists. The ground floors will be reserved for further development of the commercial environment and the upper floors will be developed as attractive public spaces in a way that creates tourist attraction. It is expected to make the city center as an active area for tourists.

It is expected to create a market for rose cultivation in the city center and thereby increase the scenic beauty of the city. It is proposed to economically grow rose cultivation within the land located present commercial complex owned by the Municipal Council and lands around the railway station. In connection with that, it is also expected to create places where these flowers can buy.

It is also expected to create commercial street developed at the same height by taking beyond the existing limited development environment of the area. Under that, the commercial centers of the main street and Dharmawijaya Mawatha will be promoted based

on their existing commercial potential. A development density zone will be created by utilizing the natural beauty towards the Welimada road.

Apart from this, it is expected to provide the scenic spots of the city for the promotion of private tourism. For this purpose, the land where the Irrigation Department is located and the land where the Regional Education Office is located were identified.

Further, it is also proposed to establish the all administrative institutions in one premises to operate formally spread across the city. Therefore, it is expected to expand the city's administrative activities towards the Welimada road. Also, it is proposed to develop a court complex in the vicinity of the Welimada Road with the court services and facilities for the lawyers. Through that, a development related to judicial services is proposed for Kahattewela Junction.

6.3 Physical and Social Infrastructure Development Strategy

6.3.1 Service Plan

6.3.1.1 Settlement Plan

Within the Bandarawela urban area the demand for the residential is high due to the existing inherent sanatorium weather and favorable infrastructure facilities. Also, the high quality and popular education services of the city have been affected. Analyzing the existing conditions, as per the resource profile of the Divisional Secretariat for the year 2020, 808 families live in the city more than the number of houses.

In addition, the size of a household in the city is as small as 3.3 and it can be identified that there is a span of nuclear families than extended families within the city limits.

Further, in the analysis of livability, around 80% of the lands of the city is in areas with infrastructure facilities which are suitable for living. Therefore, there is potential to create a sustainable residential environment in the city. Accordingly, the following strategies are proposed to meet the existing housing shortage and future residential demand.

1. Middle income housing development projects

Table No. 6.1 Middle income housing development projects

Land	Survey plan No.	Land Extent
Poonagala Road- the land adjoining Municipal Council quarters	-	4 Acres
Land of Sappani Pillei	-	13 Acres
The land owned by the Railway Department located adjoining tunnel	No. 2436	3 Rood 4.86 Perches

The land owned by the Irrigation Department located nearby Archeological land	B/BND/98/222	6 Acres
Municipal Council land located nearby small Kusum Vidyalaya	No. V317	1 Acres 3 Rood 32.8 Perches

Source: Urban development Authority-2022

Picture No. 6.2 : Middle income housing development projects



Source: Urban development Authority-2023

1. Promote Allotment Gardening

Allotment Gardening concept will be given priority when development work is carried out in all the zones mentioned under zoning plan and consideration will be given to increase the floor area ratio up to a maximum of 30% according to the percentage of the plot allotted for it.

Ex:-:

Allocate from land plot	Floor area ratio
20%	20%
35%	30%

2. Promote sustainable residential areas through zoning regulations

Residential zone – minimum land extent for residential activities 10 perches

3. Promote luxury type tourist apartments through zoning regulations

6.3.1.2 Proposed administrative service plan

A percentage of 20% of the commuter population of Bandarawela city will represent the population that comes to get administrative services and works in those places. Several administrative agencies serving the Bandarawela region are located within the city. But many of these institutions are located in valuable land within the city and the presence of institutions scattered throughout the city has become problematic. In accordance with the vision of the Bandarawela Development Plan 2033, it is proposed to re-establish the institutions in more convenient places in the urban structure in order to direct the existing uses of the city center to the commercial and tourism sector.

Table No. 6.2 : Administrative Complex Project

Irrigation Department	Within the land located cooperative office and store
Zonal Educational Office	Within the land located cooperative office and store
District Court	Within the land located Magistrate Court

Source: Urban development Authority-2023

Apart from this, it is proposed to locate all the future improvements of the police station within the land where the Police Superintendent's Office is currently located, instead of expanding the Bandarawela Police in the existing location. Also, it is proposed to carry out the re-expansion work of the Municipality on the Municipal land located at Seevali road.

Accordingly, it is expected a development of administrative services towards the Welimada road through the Bandarawela City Development Plan 2033. This will create an urban environment connected to the court near the Kahattewela junction. Lawyers' private professional services will be located within the proposed commercial center adjacent to Kahattewela Junction.

Picture 6.3 : Proposed Administrative Complex and Service Distribution

Source: Urban development Authority-2023

6.3.1.3 Health Service Plan

According to the expected vision of the Bandarawela Development Plan 2023-2033, there is a need to further develop the existing health services within the city. This is due to the expectation of a high commuter population for the city by 2033 and the setting of objectives to transform the urban community into an infrastructure-rich community. Accordingly, it is proposed to promote health services through the following strategies.

- i. Upgrade the Bandarawela District Hospital to A Grade Base Hospital.
- ii. Expansion of the present hospital premises.
- iii. Expansion of hospital premises with quarters, car parking and hospital waste management units.
- iv. Creating luxury tourist paying wards.

Picture No.6.4 Bandarwela proposed Base hospital Premise

Source: Urban development Authority-2023

6.3.1.4 Educational Facilities

Educational services, which are unique feature of Bandarawela city, provide services to 40% of the commuter population. The economic mechanism of the city also gets a special contribution from this.

The following strategies are proposed to make education services more efficient and for the comfort of children through the Bandarawela Urban Development Plan 2033.

1. Promotion of Zonning Based Educational Services

Under this, it is proposed to promote the concentrated education services to the Bindununwewa area. The Bandarawela Dharmapala Maha Vidyalaya, which is currently with limited space, is proposed to be completely or partially located in the North Kabillawela Dharmapala Junior College. Accordingly, it is proposed to carry out this development with the following physical development sections in that school.

- i. Sports facilities
- ii. Laboratory facilities
- iii. Library facilities
- iv. Technology laboratory facilities

2. Zoning Regulations for Quality of Education Services

Hostels/ Boarding Rooms

- i. It is proposed the minimum requirements for accommodation for three or more persons occupied.

Table No. 6.3 : Rules applicable to hostels

Bed room	The minimum floor area for every three occupants room shall be 09 square meters, with a minimum of 2.5 meters per side.
Common Room	Should not be less than 10 square meters. One out of every 09 persons should have accommodation for guest.
Toilet and Bathroom facilities	Should be provided
Electricity	Adequate electricity should be provided for each room.
Water	If potable water is not available from a main pipe line, the source of water must be obtained under the approval of the Community Health Officer.

Source:Urban development Authority-2023

Tuition Class

Table No. 6.4 : Rules applicable to Tutition Class

Lecture hall	When open to the openings to get natural light and ventilation, the light and ventilation from that window can be obtained only up to 7 meters from the outer edge of the window of the hall being served.
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Source:Urban development Authority-2023

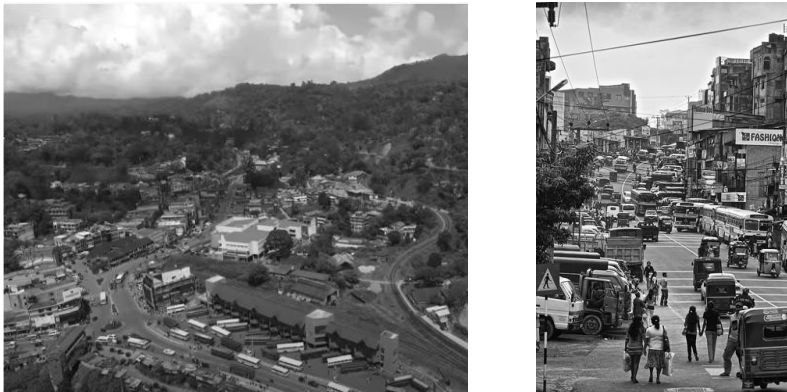
6.3.2 Transport Service plan

Bandarawela town has grown to linear pattern due to the location of major commercial and service activities along the Badulla-Colombo road. The main roads connected with several areas like Badulla, Welimada, Poonagala, Atampitiya etc. are running through the city. Roads in the city are narrow due to geographical reasons. At present, the main roads have been developed to the maximum extent as possible. But due to the existing potential of the city, there is more traffic in the city compared to other cities in the region. Several reasons have affect for this.

The reasons for the traffic

- City developed as a linear pattern
- Less alternative roads
- Insufficient of vehicle parking facilities
- Informal service framework
- On street parking

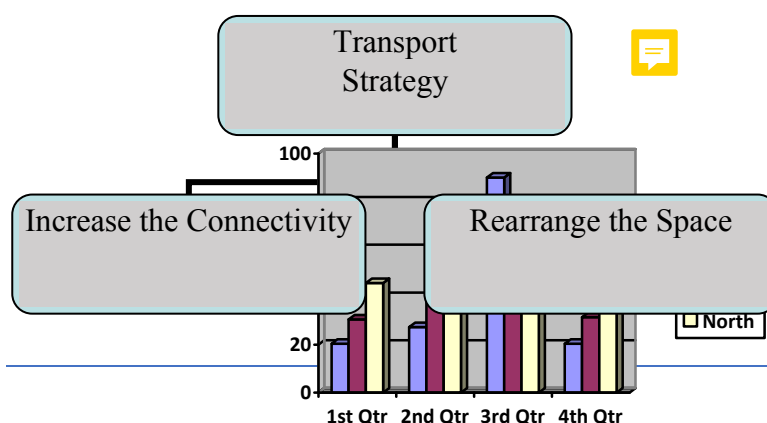
Picture No. 6.5 : Linear Development – Bandarawela Town



Source: Urban Development Authority-2023

It is essential to increase the efficiency of the road network in order to make Bandarawela urban area rich in residential and commuter population by 2033 by minimising these problematic situations. Therefore, a spatial integration analysis (Network Centrality Assessment) was conducted to calculate the existing traffic and identify the capacity of the existing road network.

Through spatial integration analysis (Network Centrality Assessment), road intersections with high traffic occur and roads with high traffic frequency were identified. Accordingly, in order to reduce the existing traffic congestion within the city, it was identified the roads that can be promoted vehicle circulation through roads that have least frequency of vehicle movement running through the identified attraction junctions. The following strategies are designed to mitigate the above issues.



Strategy 1 – Improve the connectivity

1.1 Improve by pass road

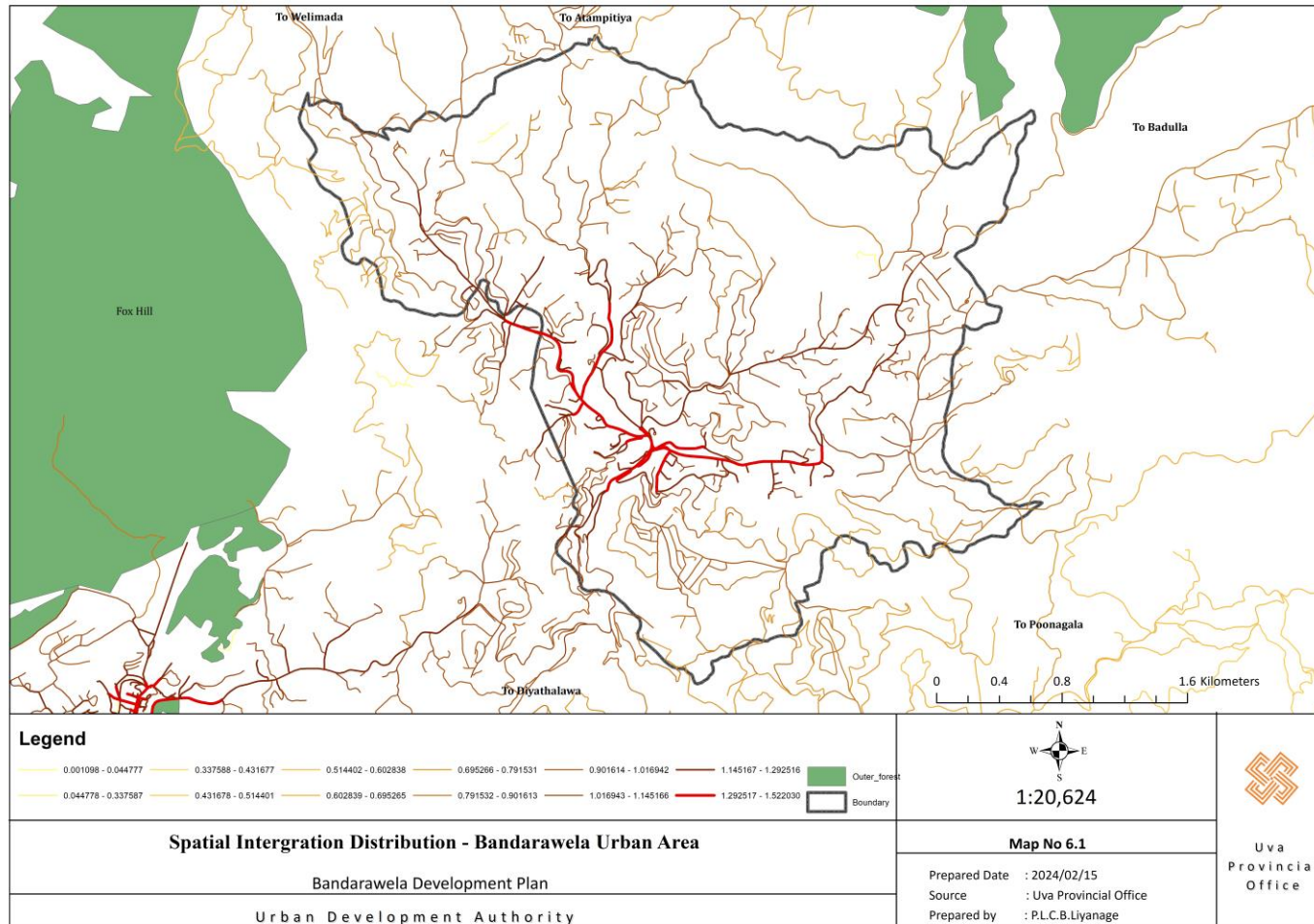
- i. From Bindunuwewa junction- Maduwelpathana road to Amunudowa Junction
- ii. From Amunudowa Junction via Hapathgamuwa road- Ambegoda junction
- iii. From Binduwewa Junction via Mihindu Mawatha- Kinigama road- Mahaulpatha Temple- Poonagala road
- iv. From Diyathalawa road seeds and planting material sales center & sales promotion unit-Komarika road- Indagiri temple road- Price road to Dharmapala college or Rahula vidyala Mawatha(Ihala Kahattewela Road) to Kahattewela road

1.2 Road Development and Improvement

Road development upto 15m

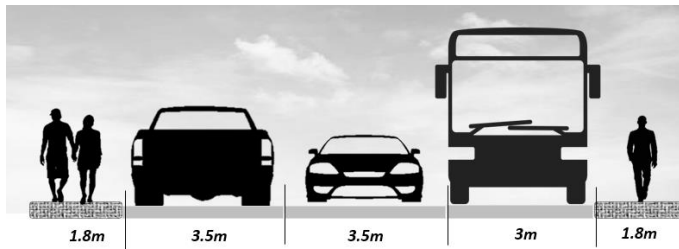
- i. Infront of the main Busstand
- ii. 3 miles Road

Map No.6.1 : Spaial Intergration Distribution



Source:Urban development Authority-2023

Picture No. 6.6 : Road Section -Infront of the Main Bus stand

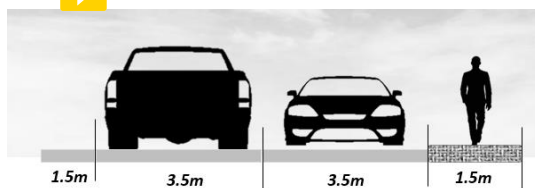


Source:Urban development Authority-2023

Road Development upto 10m.

- i. Seevali Road
- ii. Vishaka Road
- iii. Senanayake Road
- iv. St. Thomas Road
- v. Park Road

Picture No. 6.7 : Road Section – Road development upto 10m.

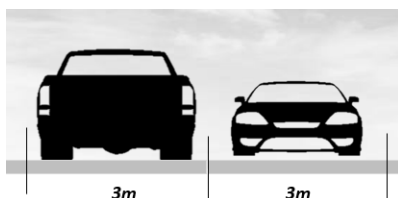


Source:Urban development Authority-2023

Road Development upto 6m.

- i. Prise Road
- ii. From Mahaulpath Temple to Poonagala Road
- iii. Via Rahula maha Vidyala upto Ihala Kahaththewela Road

Picture No. 6.8 : Road Section – Road development upto 6m.



Source:Urban development Authority-2023

1.3 Improvement of walkway

- i. Walkway Improvement of Senanayake Road, near Vishaka College to 3 Mile Road
- ii. Dharmawijaya Mawatha
- iii. Main Street upto thanthiriya
- iv. Welimada Road -From town center to Public ground of municipal Council
- v. Park Road – Via Welimada road upto Atampitiya road, Bandarawela district hospital

1.4 Improvement of Alley Ways

Minimum width 1.5m. lighting should be installed.

Picture No. 6.9: Improvement of Alley Ways



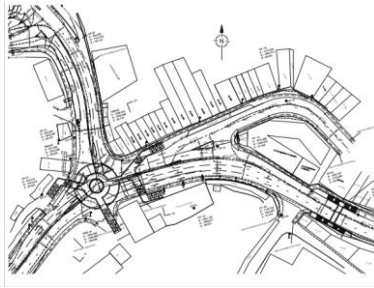
source: Internet

1. Main Street – Near Araliya Stores
2. Main Street – Near **DFCC Bank**
3. Main Street – Near Parashakthi Agency upto Senanayake Road

1.5 Development of Under Ground Pedestrian Path

- i. Main junction – Three side pedestrian network towards Welimada Road, Badulla Road and Bus stand .
- ii. From Commercial complex of Municipal Council Connecting left and right hand side of the Dharma Vijaya Mawatha

Picture No. 6.10 : Development of underground pedestrian path at main junction



Source: Urban development Authority-2019

1.6 Development of Pedestrian Overhead Bridge

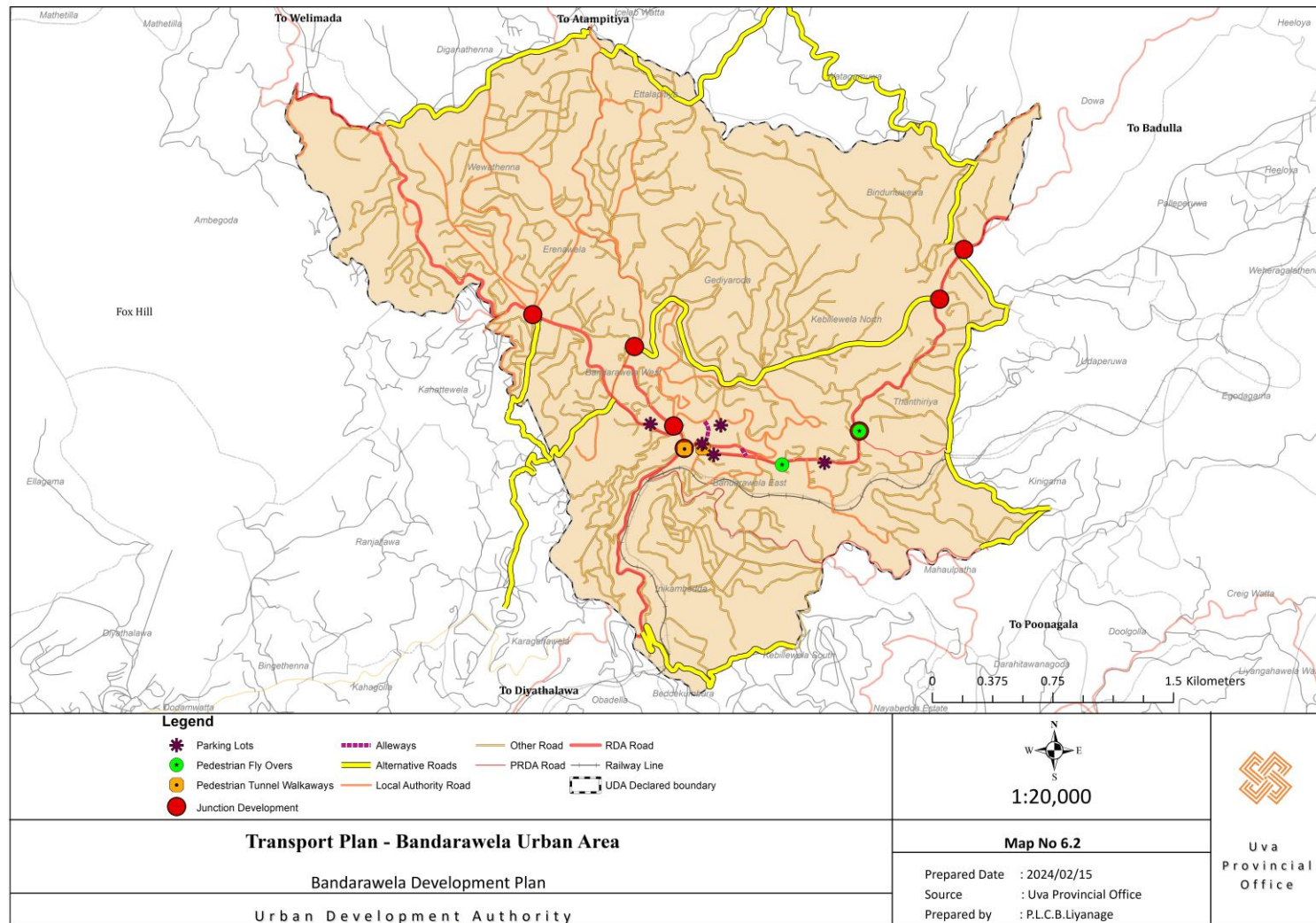
- Infront of St. Joshep Vidyalaya - connecting left side and right side of the Main Street
- Thanthiriya junction - connecting left side and right side of the Main Street

1.7 Improvement of Main Nodes

The following major nodes should be landscaped with rose-related flower plantations.

- i. Main Junction
- ii. Infront of Telecom
- iii. lahaththewela Junction
- iv. 3 Mile Road -Infront of Wholesale Market
- v. Badulla Road – 3 Mile Road Junction
- vi. Bindunuwewa Junction
- vii. Thanthiriya junction

Map No. 6.2 : Transport Plan



Source:Urban Development Authority-2022

Strategy 02 - Rearrangement of spatial composition

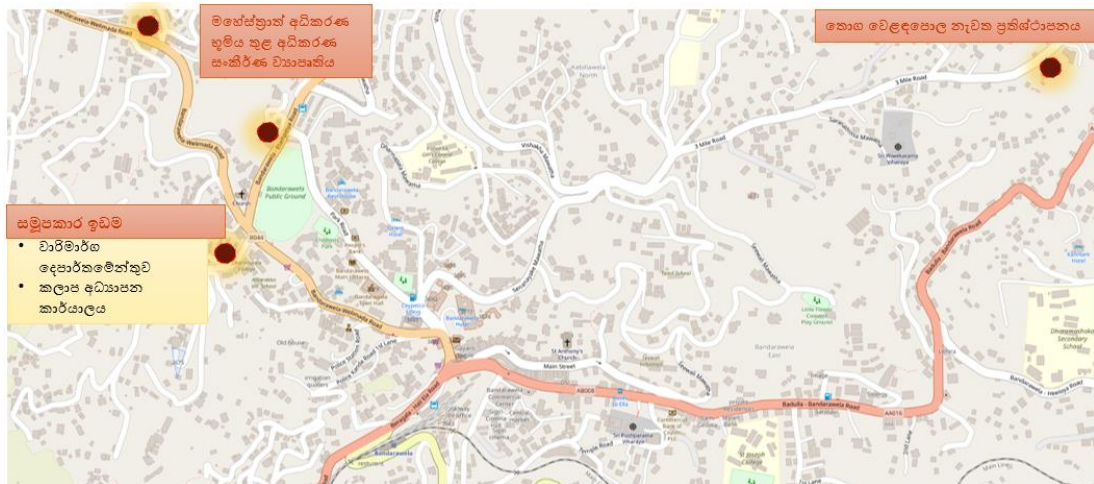
2.1 Vehicle park

1. Cooperative land – Dharmavijaya Mawatha
2. The land located existing present court
3. main Street – Within commercial complex of municipal Council
4. Near Ideal Nursing – sennayake Mawatha
5. Left side land of Seetha commercial building.

2.2 Resettlement of incompatible land uses within the Central Commercial Area at another suitable locations

1. Construct court complex within the land where the present Magistrate Court is located and relocate the District Court functioning in the city center.
2. Relocate the existing Irrigation Department and Zonal Education Office within the cooperative land located near Dharmapala Maha Vidyalaya.
3. Relocate the wholesale Market within the 3 miles road.

Picture No. 6.11 Change the Spatial Distribution



Source: Urban Development Authority-2022

6.3.3 Water Supply plan

The main water supply system in Bandarawela city is carryout by the Water Supply and Drainage Board. But due to insufficient of existing water supply in the city, an acute water shortage has emerged in the city. There are two main reasons for the water shortage in the city,

- Eucalyptus plantation started during the colonial period (1930).
Due to this, the amount of water absorbed into the ground has decreased and the ground water level has reached a lower level.
- Reduction of water from water sources procured through the Uma Oya Multi-Purpose Project.

Thus, long-term and short-term solutions are proposed through the Bandarawela urban Development Plan 2033 to overcome the negative impact regarding water supply

Strategy 1 . Incorporate Bandarawela- Diyathalawa & Haputale integrated water supply project

Especially target the group who affected by the implementation of the Uma Oya Multipurpose Development Project.

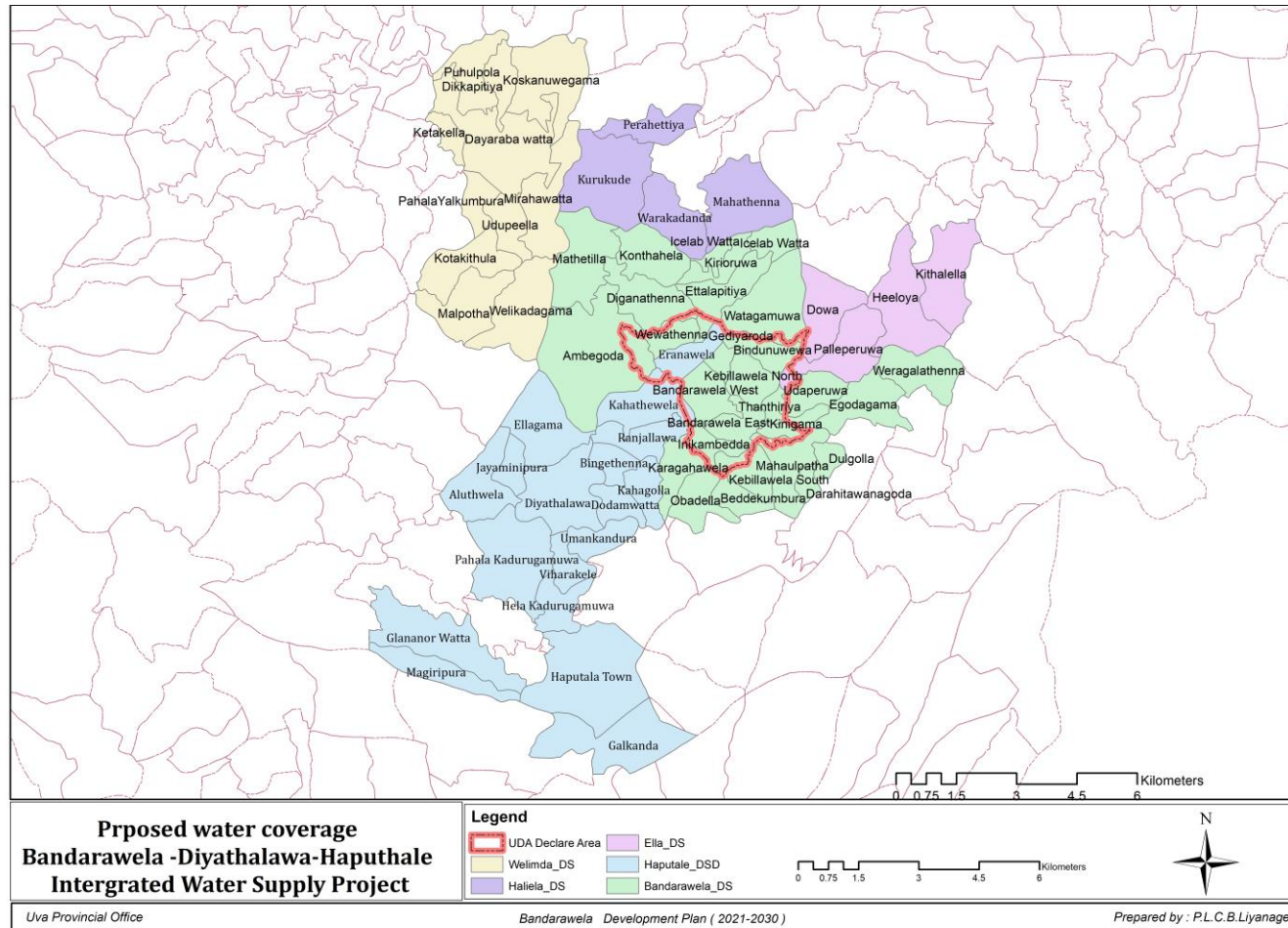
- Estimated Water Supply - 10000 cubic meter
- Estimated Cost - 16427 Rs. Mn.
- Water Source - Dayaraba Reservior
- Coverage - 64 GN Divisions
- Beneficiaries - 107839 upto 2042

Strategy 2 Promote urban forests and conservation areas in hiily areas and selected lands

This strategy is proposed to increase the ground water level within whole city based on long term objectives. Urban forests intended to promote indigenous plant.

- Forest reserve – St. Thomas Road
- Forest reserve Atampitiya Road - St. Thomas Vidyalaya Road
- Eucalyptus part near Kuda kusum balika Maha Vidyalaya
- Eucalyptus part 3 miles Road
- **Eucalyptus** part within Archeological land

Map No. 6.3 : Proposed Bandarawela- Diyathalawa & Haputale integrated water supply project



Source : National Water Supply and Drainage Board, 2022

6.3.4 Electricity Supply Plan

Uninterrupted power supply is essential for the efficient functions of the city. According to Ceylon Electricity Board, 99.5% electricity supply has been provided for Bandarawela urban area.

It negatively affects the proposed vision of the Bandarawela Urban Development Plan 2033 due to the blocking of urban and environmental appearance due to power and data lines. Therefore, it is proposed to have electricity, water supply lines, telephone lines connected together and lay in parallel inside the land.

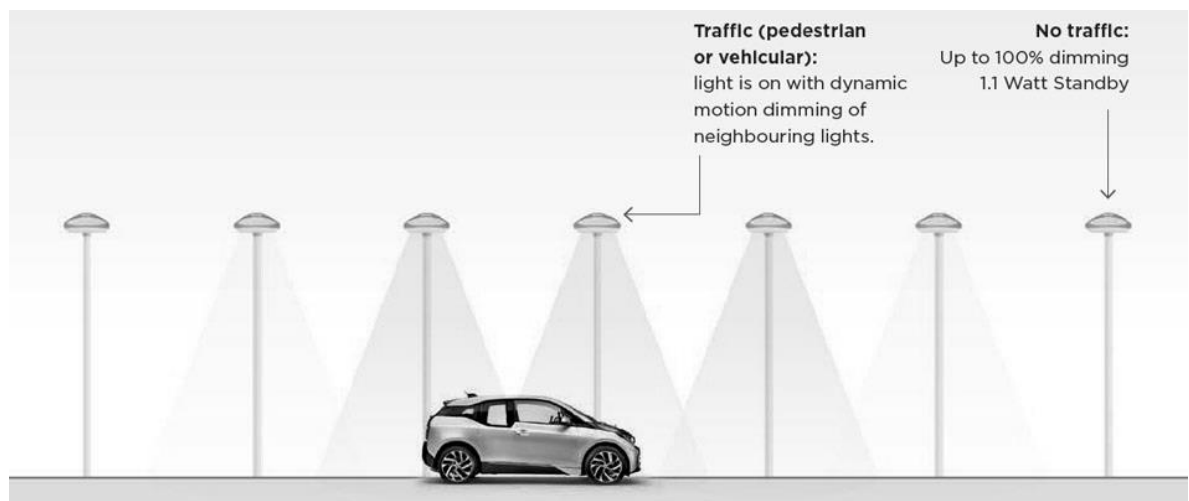
In addition, high power lines are not permitted across the 7 land parcels proposed for commercial development in the City Center.

Street lighting

The concept of Smart Intelligent Street Lighting system is proposed for street lighting. Along main street, linear enterprise lighting should be adapted to the above technology.

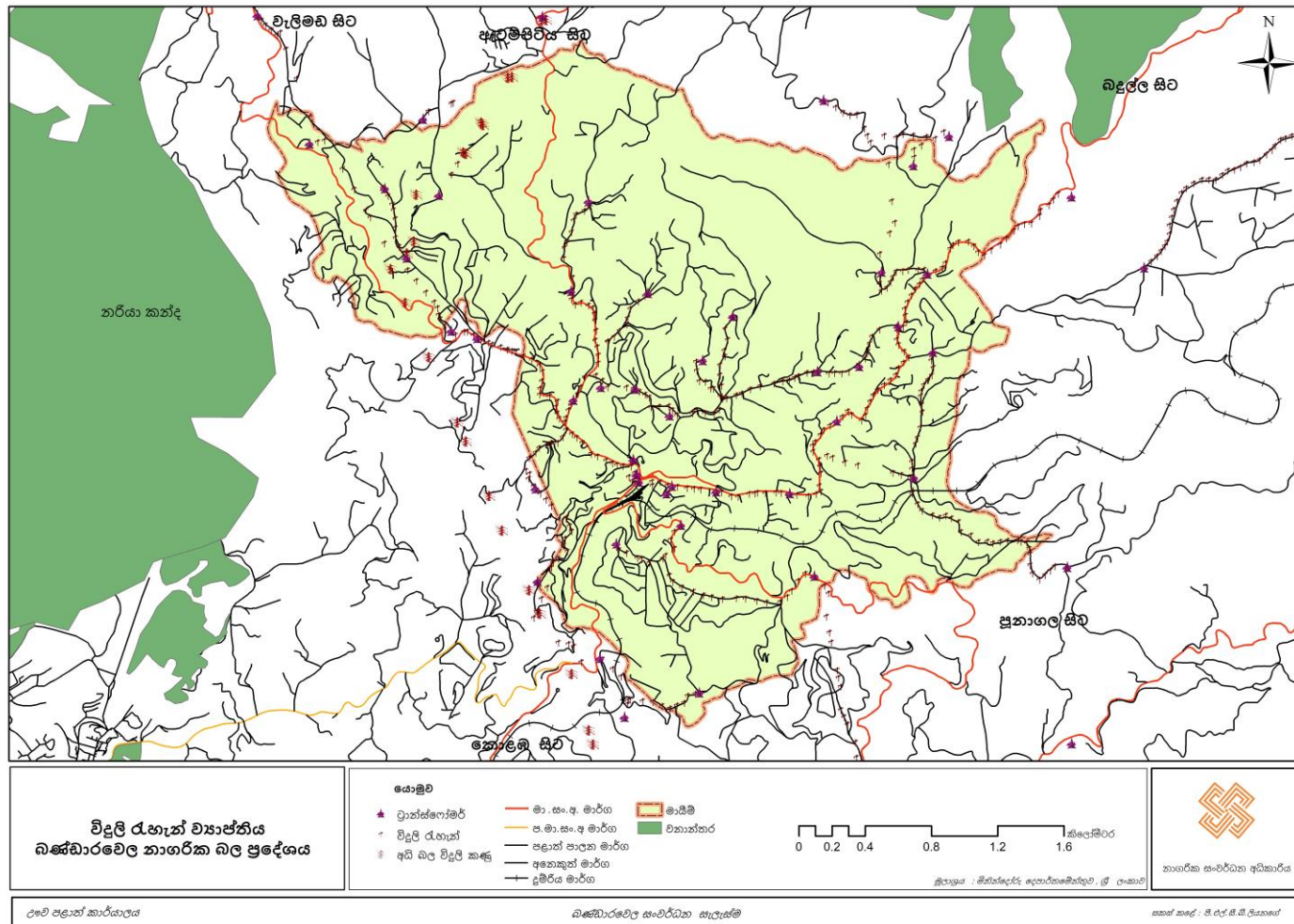
For this, street lights with solar panels are promoted in order to use the energy within the city in a sustainable manner.

Picture No. 6.12: Establish Smart/ Intelligent Street lighting System



Source : Internet

Map No. 6 Electricity line Distribution



Source : Ceylon elctricity Board, 2020

6.3.5 Waste Water and Sewerage Management Plan

Due to the absence of a waste water management plan in the city, a negative impacts have arisen in releasing water into the main drainage system of the city. Therefore it is needed to have a waste water management plan for the city.

A waste water management plan is proposed to the city center using the land where the tanks have been established within the Wastewater Management Project implemented in the 1990s. In the study of water catchment areas of the city, it was identified that the city center belongs to two water catchment area. (Map No. 6.5.) Accordingly, it is proposed to prepare a waste water management plan according to the water catchment distribution for the urban area through the Bandarawela Urban Development Plan 2033.

Also, there is no any planned system for the sewer management in Bandarawela city. Therefore, a sustainable waste management plan is proposed for the city within the part of the current solid waste yard.

Picture No. 6.13 : proposed waste water management Unit



Source : urban Dvelopment Authority, 2022

6.3.6 Solid Waste Management Plan

1. Minimise the waste generation.

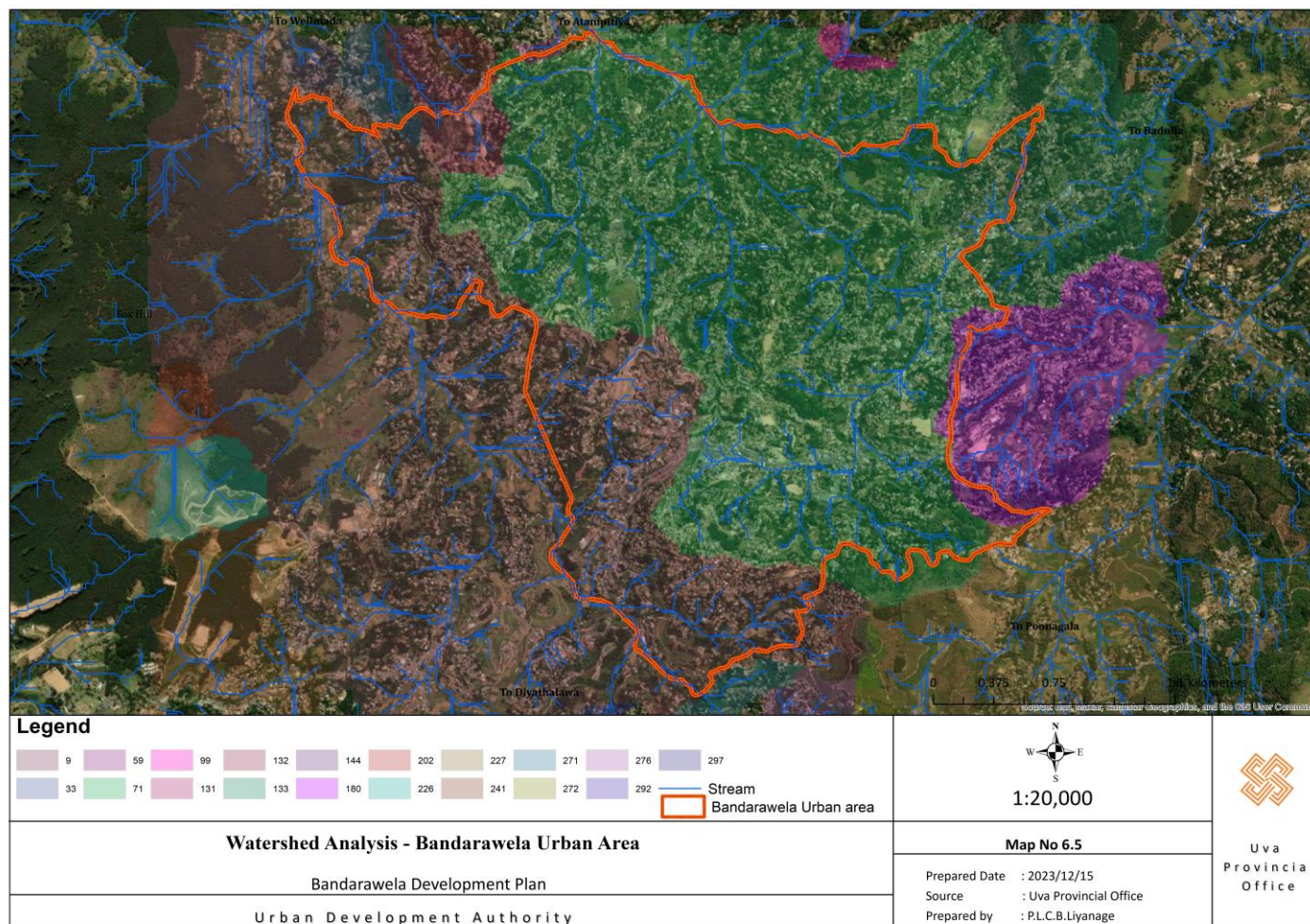
Increase the tax from the identified site that waste generating more than 50 kg.

2. Increasing the capacity of the present Solid waste yard.

It is proposed to increase the existing capacities to collect and segregate garbage.

3. Conduct public awareness workshops on waste segregation.
4. Use of Geographical Positioning Information Systems (GPS) for garbage collection.
5. Taking measures to reduce the use of polythene in the city (National Environment Act 1980 No. 47)
6. Encourage the people to compost the bio-degradable waste within their backyards of the land.

Map No. 6.5 : Analysis of Water Catchment Area

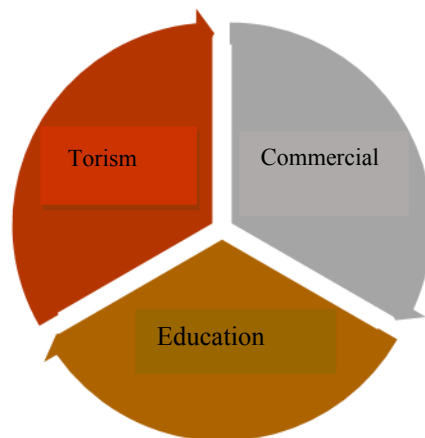


Source : Urban Development Authority, 2022

6.4 Economic Development Strategy

The Bandarawela Urban Development Plan - 2033 aims to make Bandarawela as sustainable and strong economic center of the region. The economy of the city is mainly consists of three types as Tourism services, agricultural services and commercial services and educational services. The mechanism of the city is highly developed with these three ways.

Picture No. 6.14: The main economic sectors of the Bandarawela city



Source : Urban Development Authority, 2022

However, with 59% of the city's resident population engaged in service-related activities, it is essential to maintain the city's commercial services and educational services in quantity and quality. Also, it is essential to create sustainable development strategies to uplift the economy in terms of the tourism sector.

Accordingly, the economic development strategy is expected to develop separate plans for these three sectors.

Strategy 01- Tourism Development Strategy

To achieve the development plan's vision of a “Blossomed Holiday city in mountain range”, the priority has been given for the tourism sector through the economic development strategies. 83% of tourists visiting Sri Lanka mostly for leisure purposes. This tourism sector is promoted through the city development plan and through the tourism plan.

But as per the analysis of the existing situation, only the accommodation facilities provided for the tourists have become a source of income for the city. But there is a need for diversification of income generation channels.

The following requirements should be provided in the city in order to increase its income through the tourism sector.

- Construction of a market related to rose cultivation in the center of the city.
- Create tourist attractions places with tourist facilities within the city.
- Standardizing the city's infrastructure favor to the tourist community.

And also, there is a need to avoid the following situations that negatively affect for the tourism industry in the city.

- Degradation of the beauty of the city by natural and human settlement development.
- Non standard of facilities for tourists.


Therefore, special projects and regulations have been designated to meet these requirements.

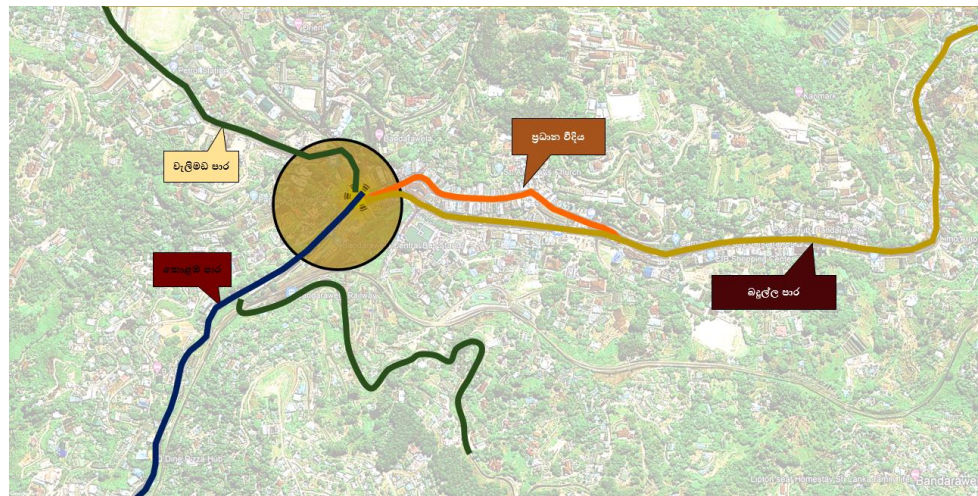
Strategy 1.1 Construction of a flower market related to rose cultivation in the center of the city

There are two main themes of tourists visit to Bandarawela. Enjoying the scenic natural beauty and enjoying the climate. Therefore, it is mandatory to protect the scenic beauty of these scenic places. For this, it is expected to popularize the attractive rose cultivation in a way that benefits to the economy of the city.

01. Promotion of rose-related landscaping and selling points (along the roads, in front of buildings, on upper floors of buildings, Roof Terrace)
02. For the buildings facing to the main streets (Badulla- Bandarawela Road, Main Street, Bandarawela - Welimada Road, Bandarawela - Colombo Road, Bandarawela - Poonagala Road) are recommended to use the following colours.
 - Badulla – Bandarwela Road
 - Main Street
 - Bandarawela – Welimada Road
 - Bandarawela – Colombo Road

- Bandarawela – Poonagala Road

Picture No. 6.15 : The colors should be used along the Main Street 



Source: Urban Development Authority, 2022

03. Introduce the seasonal festivals and vision corridors in the city

- View point in front of the busstand
- View points on the roof terrace of the multistoried buildings within the land belong to the railway department..
- View point in the Archeological land, Atampitiya Road.
- View point in front of the Labor Tribunal Commission, Welimada Road.

Strategy 1.2 Create Tourist well facilitated attraction places

- Proposed Multi-storied commercial center within the railway department and co-operative land in the city.
- Urban Forest Gardens - St. Thomas Road.
- Renovation of lake near St. Thomas College.
- Renovation of tank near Jalashakanda water supply shcem.
- Bintunuwewa Agro Tourism Park (Proposed Fruit and Flower Garden).

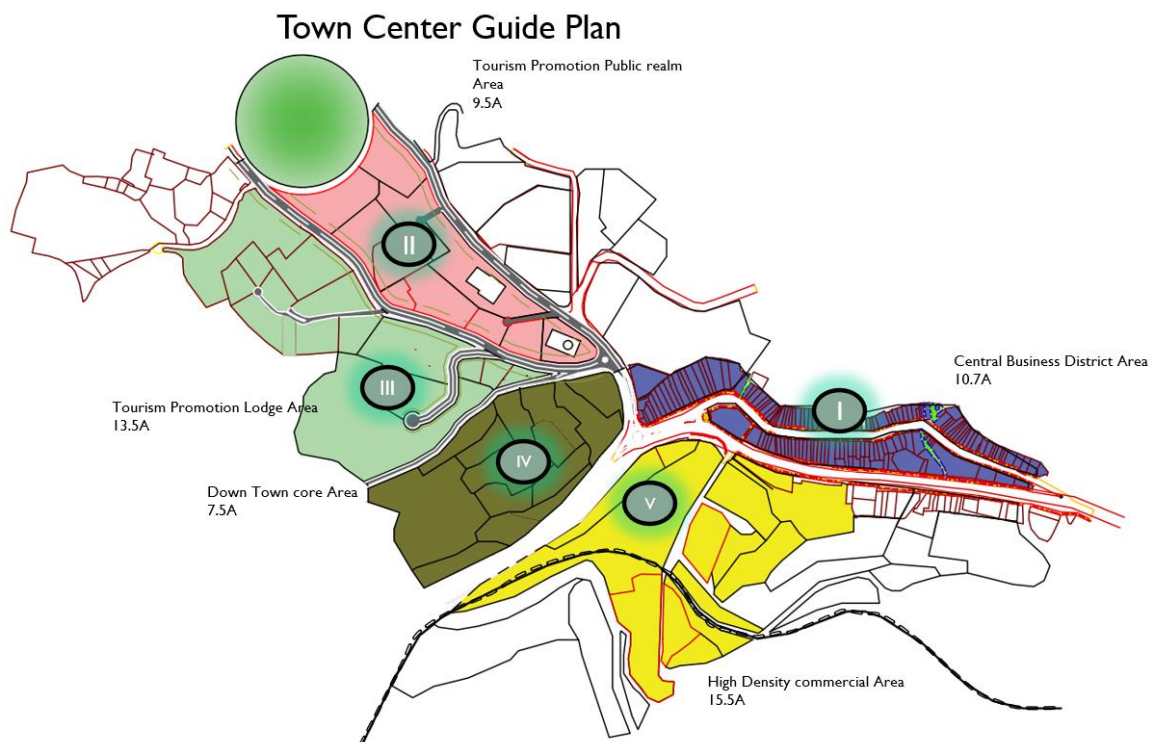
Strategy 1.3 Provide infrastructure facilities for the tourists

- Promote high-end tourism industry.
- Establish paying wards for tourist in Bandarawela Hospital

Strategy 02 -Enhance the local economy.

The trade and commercial services provided in Bandarawela city have managed to attract people not only to the urban limits but also from the surrounding towns. The reason for that is the establishment of diversified trade and commercial activities in the city. Therefore, commercial and trade services should be developed in such a way as to facilitate not only the resident community of the city but also the people living in the surrounding cities. Out of that, a sustainable and strong economy will be born which is the third objective of the Bandarawela Development Plan 2033. It is expected to expand the commercial opportunities available to the people of the city and create direct and indirect employment opportunities. Along with this, the development of infrastructure facilities is also proposed. Accordingly, commercial area of the city will be regulated through a guide plan.

Picture No. 6.16: Guide Plan Area of the City Center



Source : Urban Development Authority, 2022

Strategy 2.1 Promote the commercial street along the city.

Due to the disparities in Bandarawela geographical environment, the scope for expansion of the city is limited. Therefore, it is proposed to promote commercial uses on both sides of the main street which having high demand.

Accordingly, there is a need to avoid the followings which would normally affect the promotion of commercial practices.

- Absence of minimum land extent in a land plots on both sides of the main street.
- Parking spaces are not provided in commercial building on both sides of this street.
- One-way traffic and provision of one-lane parking facilities.
- Absence of minimum width of the frontage of the land plot.

Figure No. 6.17 : Left side and Right side of the Main Street

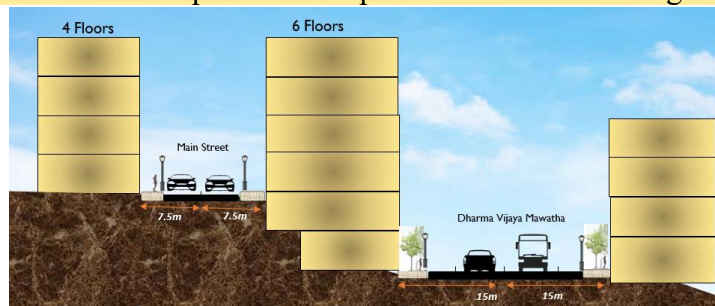


Source: Urban Development Authority, 2022

Due to these negative circumstances and the presence of diversified commercial services along the street, this street has a high commuter population and high land price. Therefore, Commercial uses facing this street are expected to be regularized and promoted through zoning regulations.

- Permitted use.
- Minimum site frontage.
- Provide parking facilities.
- Building height.

Picture No. 6.18 : Proposed development of left side and right side of the main street



Source: Urban Development Authority, 2022

Strategy 2.2 Re-arrange the spatial distribution of commercial practices

The urban structure of Bandarawela town takes a linear pattern. This is because most of the commercial activities are concentrated along the Badulla Bandarawela main road. Schools, main bus station, banks and leading commercial establishments are also located along the Bandarawela-Badulla main street, which are highly popular.

But the efficiency of existing commercial practices has decreased due to the lack of parking spaces along this main road and Dharmawijaya Mawatha, and the park the vehicles on both sides of the road. Therefore, it is expected to minimise the existing congestion in the city center through the promotion of commercial uses along Welimada Road and Three Mile Road.

- i. Construct the public parking within the present District Court land
- ii. Construction of a multi-storied mixed commercial complex within the land located government quarters land belonging to the Railway Department situated in front of the Police station.
- iii. Construction of a multi-storied tourist hotel project on the land belong to the Department of Irrigation.
- iv. Railway Department Resort Land - Multi Storey Mixed Development
- v. Railway Department Quarters Land - Multi Storey Residential and Hotel Development
- vi. City Center Cooperative Land - Mixed Development Multistoried Project
- vii. Replicate the wholesale market within the land belong to Divisional Secretary at 3 Mile Road

Strategy 03- Empower the Education service

Education services can be identified as the third economic driver of the Bandarawale city. The commuter population of about 40,000 per day visit the city for educational and related service purposes. Commercial places with books and stationery, restaurants directly will get benefit from this. Most of the vehicles that come to the city are school vans and school buses. It is expected to increase the existing quality of educational services by carrying out the physical development required to empower the educational services.

Accordingly, the negative impacts associated with the city's education services can be identified as follows.

- Insecurity of the buildings where private educational institutions are run

- Absence of suitable learning environment for the students by holding education centers in high density areas within the city center.

Therefore, the following strategies are proposed to empower education services.

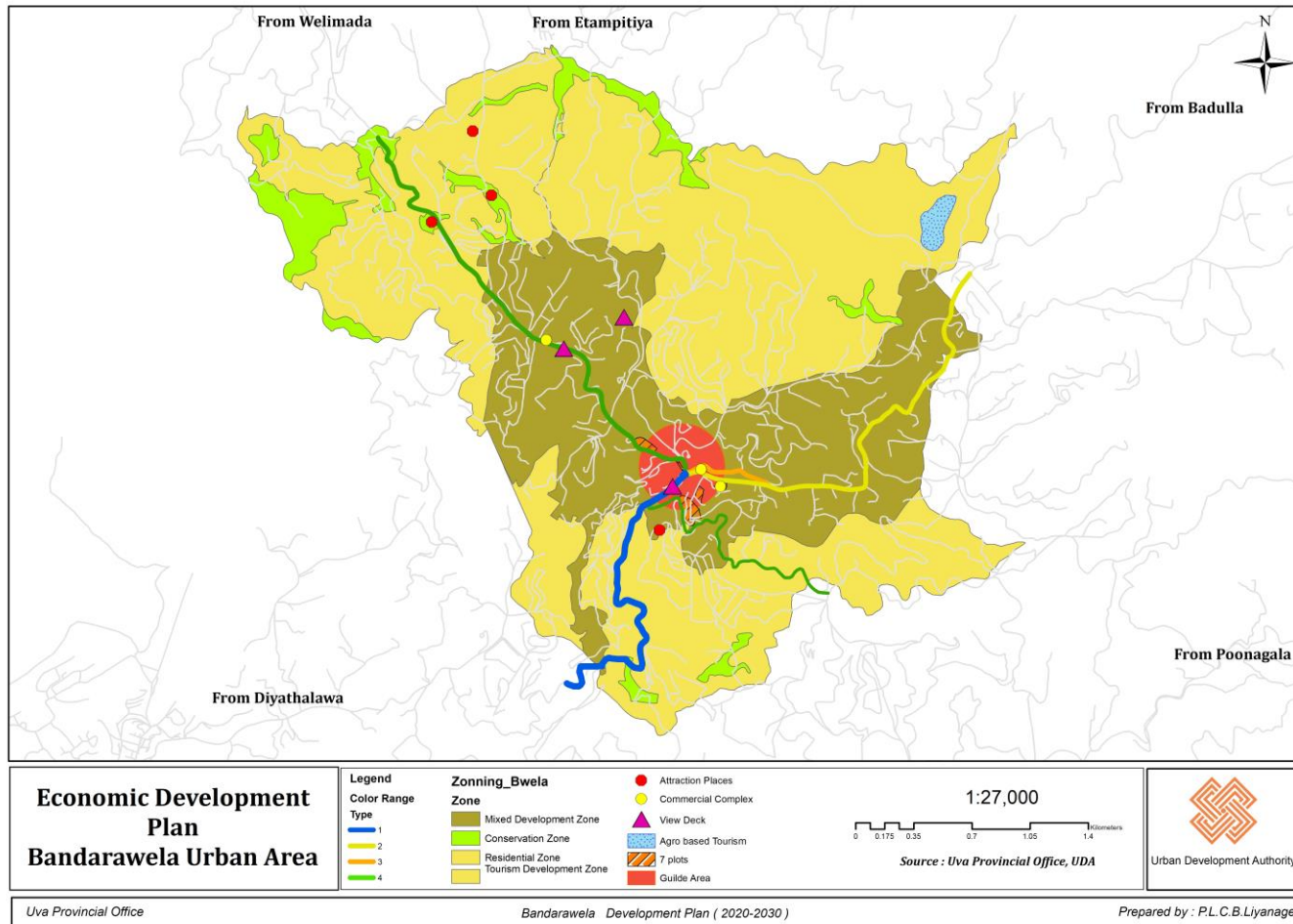
3.1 Promotion of cluster based education services

- The promotion of private education services in the city will be approved only within the mixed development zone.
- Expand the Bandarawela Dharmapala Maha Vidyalaya within the North Kabillewela Dharmapala Junior College premises either fully or partially.

3.2 Introduce specific zoning regulations for educationa service.

Zoning regulations have been introduced for hostels/boarding rooms and lecture halls of the tuition classes under Education Services.

Map No. 6.6 : Economic Development Plan



Source : Urban Development Authority, 2022

6.5 Sustainable Environment Development Strategy

Bandarawela is a city surrounded by the mountains located at an altitude of 4021 feet above sea level. Hence, the region has a inherent typical cold climate.

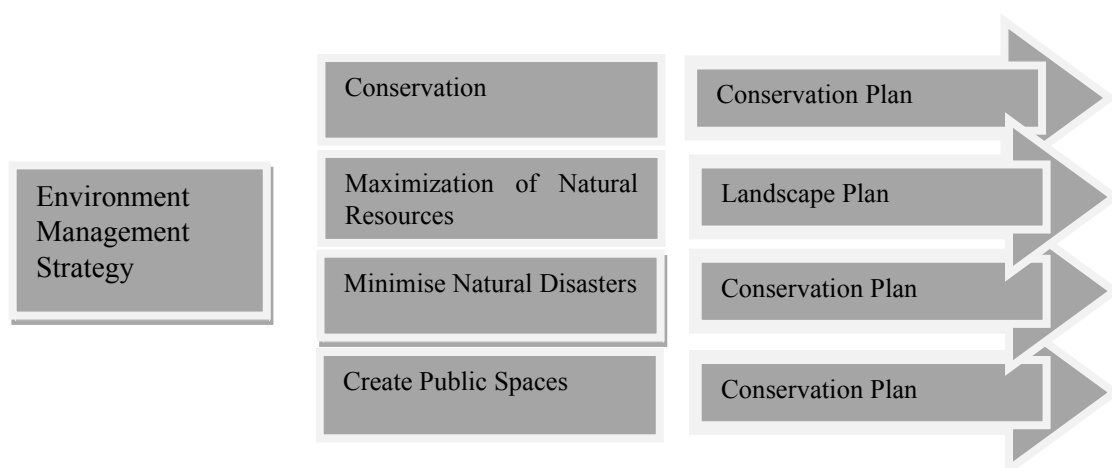
According to the National Physical Plan, Bandarawela city belongs to the Central Environmentally Sensitive Zone. Therefore, it is essential to carry out the physical activities of the city in a sustainable manner.

Table No. 6.5 Environmental Structure of the Bandarawela Town

Geography	Forest covers	Water source
Mountain Ranges	Local forest	Streams
Cool climate	Forest Planation	Water catchment areas
Constructions in Steep Slopes	Unauthorized construction	Disposal of the waste water to the water source
Landslide Hazard	Ground water declining	water pollution

Sustainable environmental development strategies are proposed to be conserved the sensitive areas under 4 sectors in order to preserve the unique environment of Bandarawela city.

Picture No. 5.19 : Environment Development Strategy



6.5.1 Conservation Plan

1. Conservation of water source and water retention areas

Paddy lands are located as existing water sources and water retention areas in the city. For the ecological balance of the city, some of these water sources and catchment areas have been identified for conservation by the zoning plan. Regulations are made to allow only environmentally friendly uses in these zones.

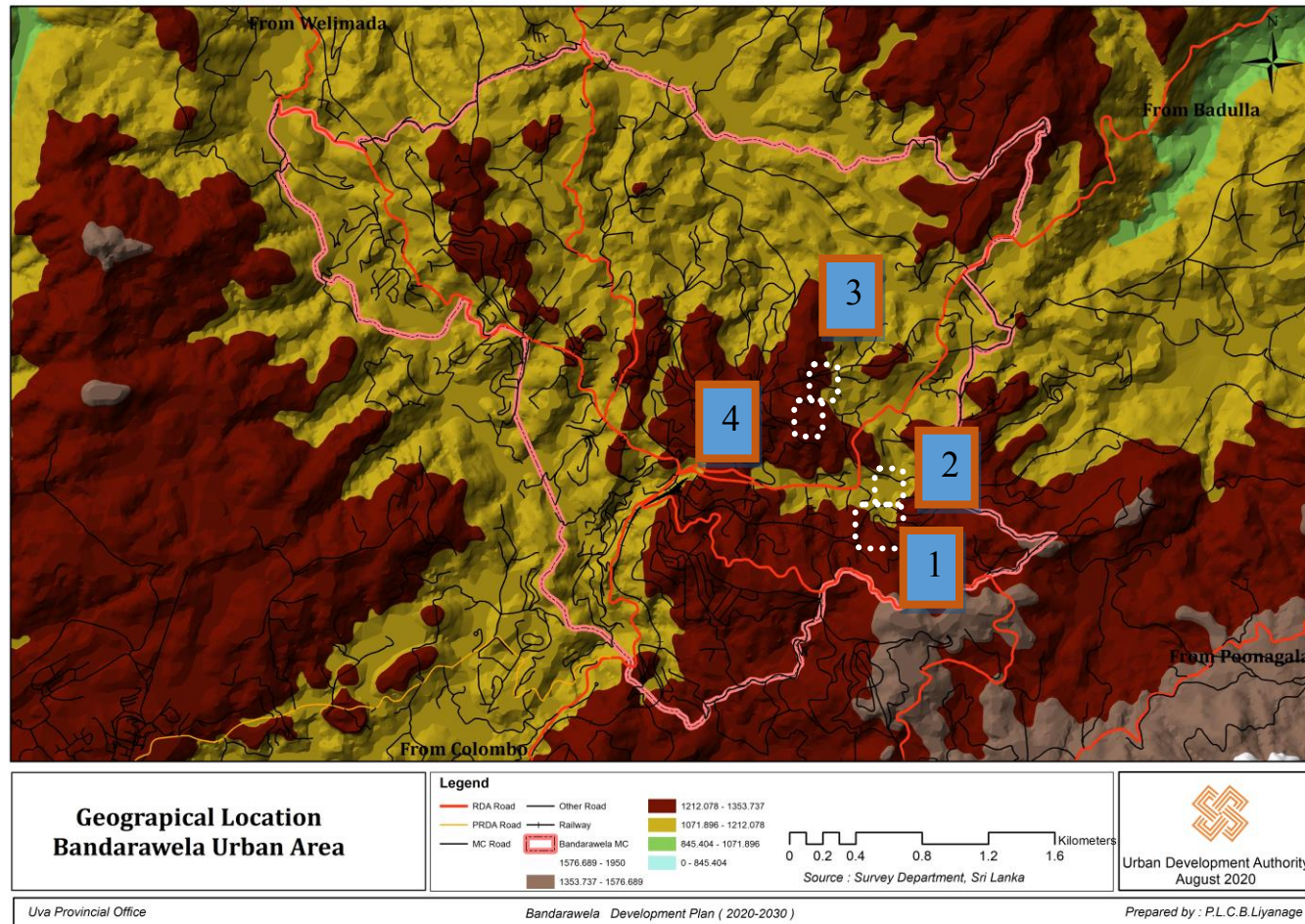
1. Promote urban forests and conservation

About 30 acres forest land is proposed to conserve and indigenous plants are promoted for the other lands.

2. Conservation of scenic view corridors

Among the many tourists who come to Bandarawela, the scenic view corridor areas of the city have a significant place. In addition to natural scenic view corridors, multi-storied commercial building is proposed to be popularized as scenic view point under economic development strategies.

Map No. 6.7 : Bandarawela Scenic View Corridors Protected Sites



Source : Urban Development Authority, 2022

Table No. 6.6 : Conservation of Scenic View Corridors

	location of scenic view points	Scenic view
01.	Infront of the Busstand	Natural beauty
02.	Main junction and proposed multi-storied commercial complex	Urban structure area
03.	Archeological Land – Atampitiya Road	Top of the hill - Natural beauty
04.	Welimada Road – Infront of the Labor Tribunal	Natural beauty

Source : Urban Development Authority, Uva Provincial Office 2022

6.5.2 Landscape Plan

According to the vision of the Bandarawela Development Plan 2033, the establishment of a urban structure of blossomed city is an essential element of the Bandarawela town as future tourist city. Since the existence of the tourism industry depends on the beautification of the city, it is proposed to enhance the existing beauty through landscape plan and restore the fading building identity.

6.5.2.1 Roads Landscape

It is proposed to create unique road landscape along the roads of Bandarawela city with its linear urban structure. Accordingly, three roads landscape models are proposed.

i. Road Model 01 - Main Road

Commercial street around bazaar - Street lamps, Flower beds, pedestrian lanes

ii. Road Model 02 - Dharma Vijaya Mawatha

Footpaths, Electric lamps, Flower beds and recommended plants

iii. Road Model 03 - Colombo Road, Welimada Road, Atampitiya Road. Badulla

Road, Poonagala Road, Udyana Mawatha

Street lights, Footpaths, Flowerbeds, other recommended plants, Seating facilities at suitable locations.

6.5.2.2 Landscape the Scenic Beauty View Points

Table No. 6.7: Scenic Beauty View Points

location of scenic view points		Scenic Beauty	Nature of the Development
01.	Infront of the Busstand	Natural beauty	Security fence, Scenic view deck, flower bed, seating facilities.
02.	Main junction and proposed multi-storied commercial complex	Urban structure area	Flourish rooftop, security fence, seating facilities.
03.	Archeological Land – Atampitiya Road	Top of the hill - Natural beauty	Megalithic monuments, green walk ways, security fences, seating facilities
04.	Welimada Road – Infront of the Labor Tribunal	Natural beauty	View deck, flower beds, seating facilities.

Source : Urban Development Authority, Uva Provincial Office 2022

6.5.2.3. Landscape of Alleyways

- i. From Senanayake road to Main Street
- ii. From Main Street to DharmaWijaya Mawatha (near Arliya Stores)
- iii. From Main Street to DharmaWijaya Mawatha (near DFCC Bank)

Within the linear city structure of Bandarawela, Alleyways provide a unique role to pedestrian. Accordingly, the following requirements should be fulfilled in connection with the Alleyways.

- i. Lighting
- ii. Minimum width 1.5m.
- iii. Flower beds

6.5.2.4 landscape of Junctions

The identity of the Bandarawela city is the it's environment and the purpose of this is to convey it to the people entering the city through the unique environment. The proposed intersections for this are as follows.

- i. Main Junctions
- ii. Ellethota Junction
- iii. Kahaththewela Junction
- iv. 3 Miles Junction – Atampitiya Road
- v. 3 Miles Junction – Badulla Road
- vi. Bindunuwewa Junction
- vii. Thanthiriya Junction

6.5.2.5 Landscape of Public spaces

Although the Bandarawela city has a special character in terms of ecology, the public places in the city are at a minimum level. Therefore, it is expected to develop and promote public places through the Bandarawela Development Plan.

i. Megalithic Urban Park

The archaeological site, which is considered to be an open area where weapons of prehistoric man were built, is a unique place in the city and it is proposed to be developed as a megalithic park. In addition to this area where the excavation is currently being carried out, it is proposed to turn the area into a park with local forestation, security fence, lighting and public access to the area. It is proposed to build monuments to highlight the uniqueness of this land and display uniqueness of this land to the public.

ii. Water Front Development near existing wholesale market area.

The present wholesale market is proposed to be fully or partially relocated to 4 acres of land on 3 Mile Road through the Bandarawela Development Plan 2033. Accordingly, the area around the current wholesale market is proposed to develop as a linear park with a lake and green paths. Accordingly, it is proposed to develop pedestrian lanes with street lighting towards the 3 Mile Road, Atampitiya Road and towards the archaeological site. Also, it is expected to create an artificial lake, decorate the landscape around it and create seating facilities.

iii. Fruits and Flower farm at Bindunuwewa.

This farm is proposed to set up within the existing plantation crop land adjacent to Bindunuwewa Agricultural Research and Training Institute. In this, it is proposed to grow all kinds of flowers including Rose and fruits that unique to the area and develop it as a farm with public access. Any person entering the farm should be given the opportunity to buy whatever fruits and flowers they want.

iv. Urban Park near St. thomas Colledge.

It is proposed to develop the abandoned lake near St. Thomas College and develop it as a green park. Through this project, it is proposed to create a landscaped garden with parking facilities, safety fences, green beds, flower beds, street lamps.

v. Vishaka Mawatha – Linear park

This park is proposed to develop parralell to the existing plantation land located near Kuda Kusum Balika Maha Vidyalaya, Vishaka Mawatha connecting with the existing jogging path. Further, it is proposed to develop an open gym within this park.

6.5.3 Disater Risk Reduction Plan

Landslide disaster and flood disaster can be identified as existing and possible disasters in Bandarawela city. To avoid these risks, the following strategies are proposed in the Bandarawela Development Plan -2033.

6.5.3.1 Conservation of water retention areas through Zonning plan.

Considering the nature of the flood disaster in Bandarawela area, it can be identified as a minor flood. Mainly, the flood situation that occurs during long rainy seasons in the Amunodowa area, where the Nattaran Kandura and Kandura flows parallel to the Atampitiya road meet, can be identified under this. Areas effect to flash floods due to increased intensity of rainfall in the area have been identified as Conservation Zones without giving any physical development.

6.5.3.2 Recommendation of the National Building Research Organization.

Due to the uneven topography of the city, it is essential to identify the disaster conditions related to each area before carrying out a development. Therefore, it is mandatory to obtain the recommendation from the National Building Research Organization before carryout the all developments within the urban limits.

6.5.4 Public Outdoor Space plan

The establishment of open spaces in urban areas provides enormous benefits to individuals and communities as a whole. Due to the limited public spaces in Bandarawela city, there is no place to relax, gather or enjoy for the community who visit to the city for the services and tourists who come to enjoy the beauty of the city. Due to this, the main bus stand, the narrow area in front of Sinhagiri Velada Sala, the Bandarawela Commercial Complex, etc. are used as public spaces. But since the quality of these places as public spaces is low, therefore, it is proposed to create quality open spaces in the city through the Bandarawela City Development Plan - 2033.

Table No. 6.8 : Existing Public Recreatioal spaces

Parks/Play ground	Land Extent	Access
1. Children park	0.5 Acre	Limit
2. Municipal Council Play Ground	5 Acre	Limit
3. Tennis Ground	0.37 Acre	Limit
4. Play Ground of Vishaka Maha Vidyalaya	0.1 Acre	Limit
5. Play Ground of tamil Maha Vidyalaya	0.7 Acre	Limit
6. Play Ground of St. Joeshep Colledge	0.5 Acre	Limit
7. Play Ground of Kuda kusum Balika Vidyalaya	1 Acre	Limit
8. Play Ground of Dharmapala Primary School-North Kebillawela	0.2 Acre	Limit
9. Play Ground of Raseek Fareed Maha Vidyalaya	0.2 Acre	Limit
10. Play Ground of St. Thomas Colledge	1.6 Acres	Limit
11. Play Ground Attalapitiya Primary school	0.5 Acre	Limit
12. Play Ground of Dharmashoka Maha Vidyalaya	2 Acres	Limit

Source : Urban Development Authority, Uva Provincial Office 2022

However, according to the landscape standards of the Urban Development Authority, a minimum of 1.4 hectares should be allocated per 1000 population for the public open space. According to the statistics of the year 2022, the population is 38,586 and it will grow upto 43880 by the year 2033. Accordingly, the area of about 60 hectares needs to be allocated as public open spaces.

Strategy 1 – Development of Lake and Ponds

- i. The Lake near existing wholesale market.
- ii. The lake near St. Thomas Colledge.

Strategy 2 – Development of Play ground and Children Park

- i. Development of Play ground at kuda kusum Balika Vidyalaya.
- ii. Development of Play ground at Dharmapala Primary School – North Kebillawela
- iii. Development of Play ground at Attalapitiya Primary School

Strategy 3 – Theme Park

- i. Megalithik Park in the Archeaological land.

Strategy 4 – Linear Park

- i. Linear Park near existing wholesale market.
- ii. Jogging rack Linear Park near Kuda kusum Vdyalaya, Vishaka Road.

Strategy 5 – Development of View Deck

- i. Infront of the Busstand
- ii. Infront of the existing **Labor Tribunal**
- iii. Near jalashkanda Lake

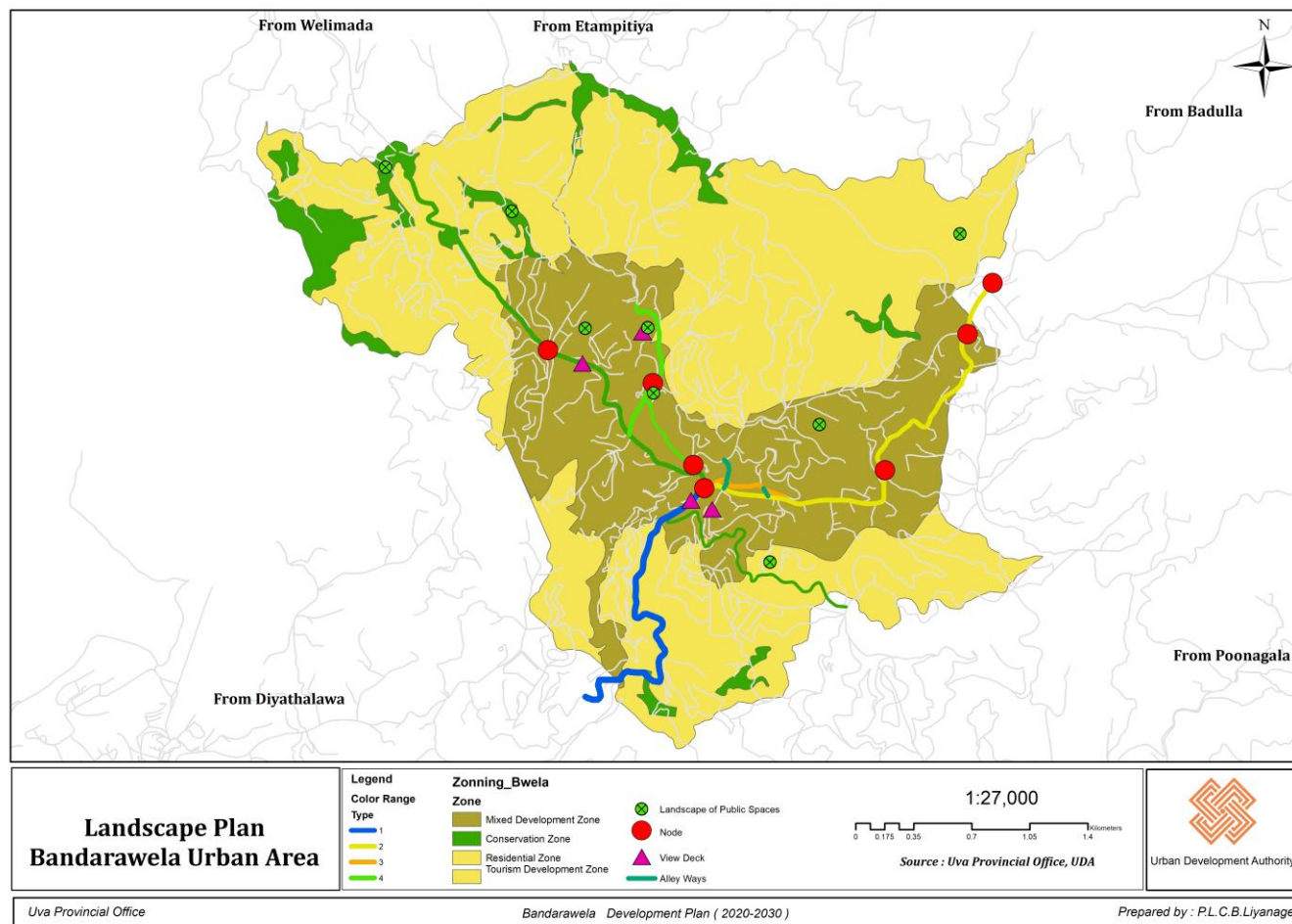
Table No. 6.9 : Proposed Public Recreational places

	Parks/Play ground	Land Extent	Type of the Park
1	Children park	0.5 Acre	Central park high
2	Municipal Council Play Ground	5 Acre	Urban Park

3	Tennis Ground	0.37 Acre	Central park low
4	Play Ground of Vishaka Maha Vidyalaya	0.1 Acre	Mini Park
5	Play Ground of tamil Maha Vidyalaya	0.7 Acre	Central park high
6	Play Ground of St. Joeshep Colledge	0.5 Acre	Central park high
7	Play Ground of Kuda kusum Balika Vidyalaya	1 Acre	Central park high
8	Play Ground of Dharmapala Primary School-North Kebillawela	0.2 Acre	Central park low
9	Play Ground of Raseek Fareed Maha Vidyalaya	0.2 Acre	Mini Park
10	Play Ground of St. Thomas Colledge	1.6 Acres	Central park high
11	Play Ground Attalapitiya Primary school	0.5 Acre	Central park high
12	Play Ground of Dharmashoka Maha Vidyalaya	2 Acres	Central park high
13	Lake near the existing wholesale market	1.5 Acres	Central park high
14	Lake near St. Thomas Colledge	0.4 Acre	Central park low
15	Megalithik Park in the Archeaological land	5 Acres	Urban Park
16	Linear Park near existing wholesale market	350 m.	Mini Park
17	Jogging rack Linear Park near Kuda kusum Vdyalaya, Vishaka Road	500 m.	Central park low
18	Infront of the Busstand	500 m.	Central park low
19	Infront of the existing Labor Tribunal	500 m.	Central park low
20	near Jalashakanda Lake	0.7 Acres	Central park high

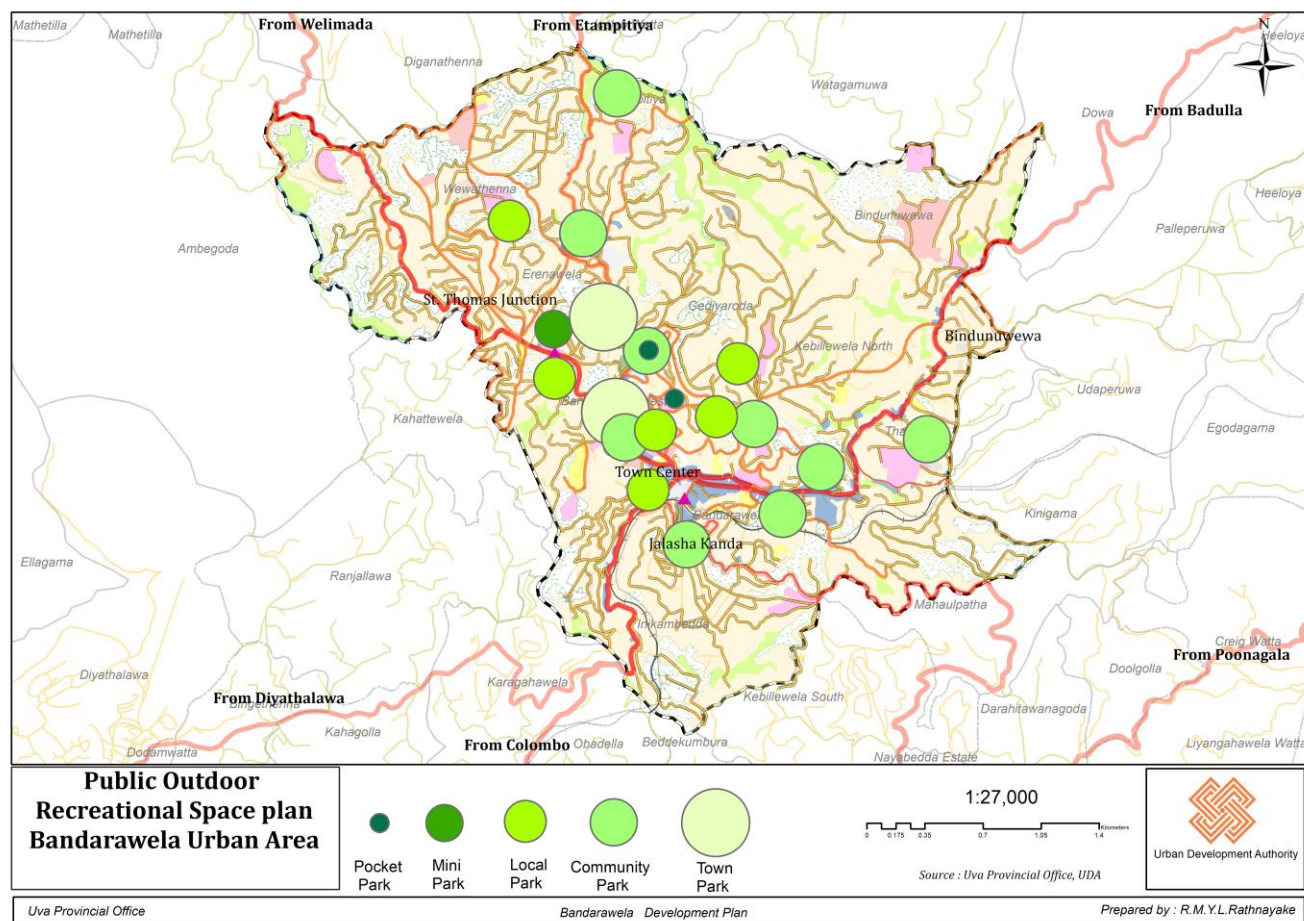
Source : Urban Development Authority, Uva Provincial Office 2022

Map No. 6.8 : Landscape Plan



Source : Urban Development Authority, Uva Provincial Office 2022

Map No. 6.9 : Public Outdoor Recreational Plan



Source : Urban Development Authority, Uva Provincial Office 2022

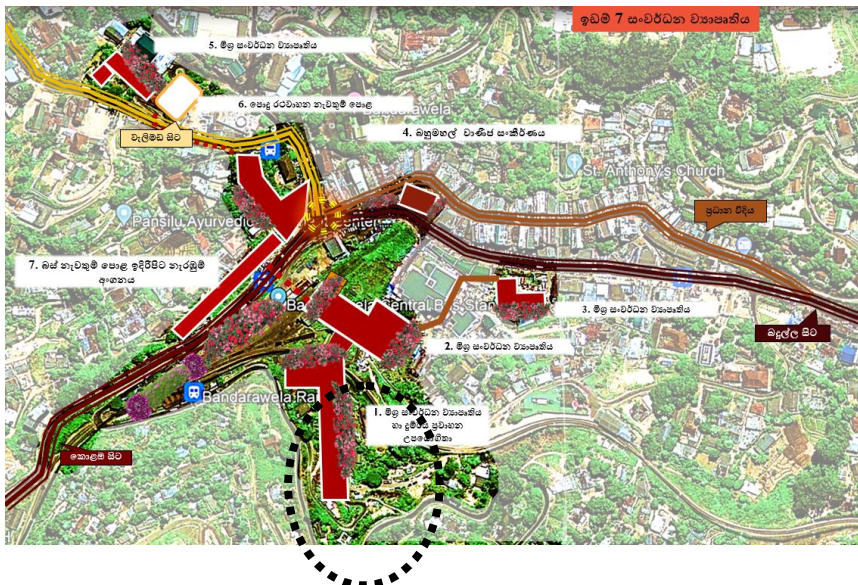
Project list

	Project
01	Rahula Vidyala Mawatha
02	Mahaulpatha Temple Road
03	Seevali Road
04	Vishaka Road
05	Senanayke Road
06	St. Thomas Road -Horadiyawela Road
07	Aspelenda Road – Green Path near Municipal Council play ground
08	Infront of the Busstand - haliela – Beragala Road
09	North Kebillawela – Bindunuwewa Road
10	Green Path -Haliela – Beragala Road from Thanthiriya to Sarasaviya private education institute
11	Green Path project – Atampitiya Road, Welimada Road via archeological land
12	Green Path project – Welimada Road upto Bandarawela Hospital
13	Alleyways Development – Senanayake Road - Upto Main Street (Near Parashakthi Bookshop)
14	Junctions Development - Main roundabout in front of Sinthagiri Bakers Underground pedestrian crossing and road widening
15	Development of Vehicle park – Existing District Court land
16	Development of underground pedestrian crossing – Near Araliya stores
17	Pedestrian overhead bridge – Near St. Joeshep Colledge
18	Pedestrian overhead bridge – Thanthiriya junction
19	Alleyways Development – near DFCC Bank
20	Junctions development and Landscape <ul style="list-style-type: none"> i. Main Junction ii. Infront of Telecom iii. Kahaththewela junction iv. Atampitiya Road 3 miles Road v. Badulla Road 3 Miles Road vi. Bindunuwewa junction vii. Thanthiriya junction
21	Rose project near Railway Station
22	7 lands – Commercial Development
23	Welimada Road – Mixed development project within the Railway Department land
24	Pansala Road – Mixed development project within the existing Railway Cuircit Bungalow land
25	Mixed development project within the Cooperative land
26	Mutistoried Mixed development project within the existing Municipal Council commercial complex land

27	pansala Road - Mutistoried commercial and Housing complex
28	Vehicle park project within the existing District Court land
29	Viewing Deck project in front of the busstand
30	Relocation of wholesale market
31	Fruits and flower farm at Bindunuwewa
32	Relocation of Dharmapala Vidyalaya
33	Thathiriya – Heeloya road Territory and private educational institutes
34	Middle income housing project near Municipal Council quarters Poonagala Road
35	Middle income housing project Poonagala Sappanipille land
36	Mutistoried housing and Mixed development project - City center Pansala Road Railway quarters land
37	Middle income housing project Irrigation department land located near Archeological land
38	Middle income housing project Municipal Council land located near Kuda Kusum Maha Vidyalaya
39	Commercial complex and Lawyers office complex - Welimada Road, Kahaththewela junction
40	Administrative complex, Perera Mawatha – Copperative office, Zonal educational office, Irrigation Department
41	Police Expansion Project - Atampitiya Road within Police Superintendent Office Premises
42	Court Complex Development Project - Welimada Road Magistrate Court Land
43	Bandarawela Hospital Expansion Project
44	Town center Underground Utility Project - Power lines, plumbing, telephone lines
45	City Center Wastewater Management Project
46	Sewerage Management Project
47	Waste Management Unit Expansion Project
48	Viewing Deck and restaurant project in front of the bus stand
49	Viewing Deck and restaurant project in front of Magistrate Court
50	Megalithic park - Archaeological site
51	Waterfront development Project within the existing wholesale market land
52	Lakeside Linear Park near St. Thomas College
53	Playground development project near kuda Kusum Vidyalaya
54	Atampitiya Road Natural Forest Trail Project
55	Food Processing Centre- Heal Oya Road

Seven Lands Development Project

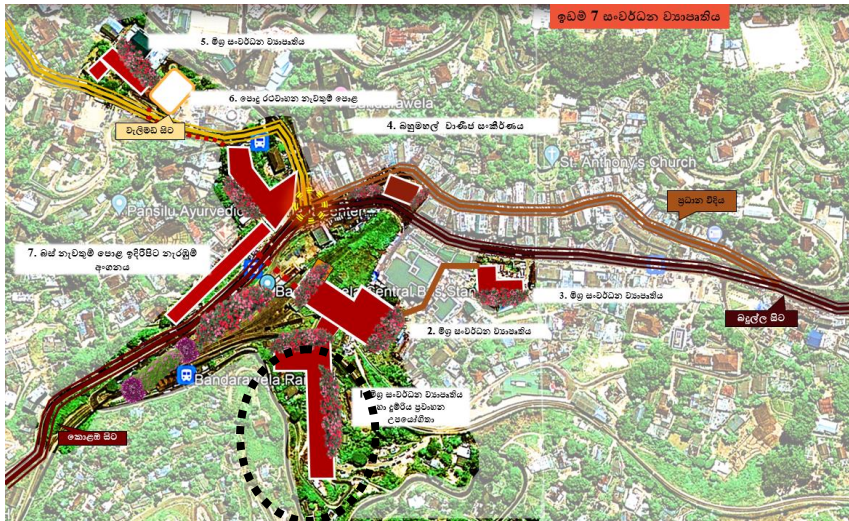
1. Multi-Storied Mixed Development Project

1	Project Proposal	Use underdeveloped land for development purposes and promote commercial activities											
2	Location	<table><tr><td>Province</td><td>District</td><td>Division</td><td>location</td></tr><tr><td>UVA</td><td>Badulla</td><td>Bandarawela</td><td>Temple Road,present railway quarters are located</td></tr></table>				Province	District	Division	location	UVA	Badulla	Bandarawela	Temple Road,present railway quarters are located
Province	District	Division	location										
UVA	Badulla	Bandarawela	Temple Road,present railway quarters are located										
3	Access	Temple Road											
4	Location Map												
5	Existing Use	Quarters of the Station Master and Train Driver Railway Department											
6	Land Ownership	Railway Department											
7	Land extent	181.8 Perches 85 Perches											
8	Project justification	Under the Bandarawela Development Plan-2023 2033, it is proposed to use the underdeveloped lands within the city center for effective development activities. City center lands will be											

		<p>developed accordingly under the 7 lands concept.</p> <p>Presently, the quarters of the employees and officers of the Railway Department are irregularly located within this land. These lands have high economic value located in the city center and they are proposed to be used for other productive development activities. For this, existing tourist attractions and commercial developments were taken into consideration. It is also proposed to create space for railway utilities in this premises according to the development proposals of the Railway Department.</p> <p>A multi-storied residential development and restaurant development project is proposed to this land. The quarters of the railway department scattered all over the city will be developed vertically. Also, the upper floors of this building is proposed for open spaces and restaurants.</p> <p>In addition to this, a space for the storage facilities and cold storage facilities required for the proposed vegetable and flower transportation from train should be allocated from this premises.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Utilization of underdeveloped land for effective developments. • Develop the utility facilities related to the Railway Department • Promote the commercial activities within the city. • Create open spaces for the tourist community to gather
10	Benefits of the Project	<ul style="list-style-type: none"> • Utilities required for railway services • Multi-storied commercial buildings • Vertical residential developments • Open spaces • Places with beautiful landscapes
11	Project implementation and maintenance	<p>Railway Department</p> <p>Urban Development Authority</p> <p>Bandarawela Municipal Council</p>

Seven Lands Development Project

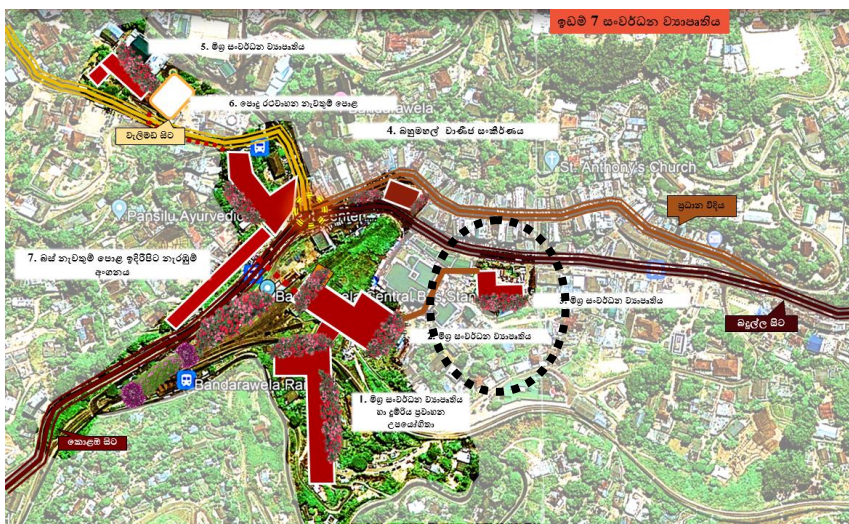
2. City Center Mixed Development Project

1	Project Proposal	Use underdeveloped land for development purposes and promote commercial activities											
2	Location	<table><tr><td>Province</td><td>District</td><td>Division</td><td>location</td></tr><tr><td>UVA</td><td>Badulla</td><td>Bandarawela</td><td>Temple Road,present railway quarters are located</td></tr></table>				Province	District	Division	location	UVA	Badulla	Bandarawela	Temple Road,present railway quarters are located
Province	District	Division	location										
UVA	Badulla	Bandarawela	Temple Road,present railway quarters are located										
3	Access	Temple Road											
4	Location Map												
5	Existing Use	cuirkit Bungalow of Railway Department											
6	Land Ownership	Railway Department											
7	Land extent	126.84 Perches											
8	Project justification	According to the Bandarawela City Development Plan, it is essential to use the existing underdeveloped lands for the development of tourism industry of the area. Its primary objective is to improve the city's economy through the tourism industry. Despite the arrival of tourists in the city, there is no											

		<p>attractive place for tourists to relax, enjoy and gather within the city. Therefore, many tourists stay in the hotels of the city for night and go to Ella, Haputale for sightseeing. Therefore, the city does not get any income from tourists during the day or night.</p> <p>In addition, as the main commercial center of the region, there is a high demand for commercial services within the city. It is also important to note that there is a high demand for land in the city center. Hence, the need for a multi-storied commercial complex has arisen in this precinct.</p> <p>Accordingly, there should be restaurants and shops with open spaces that can create tourist attraction. Also, there is a need for a multi-storied commercial complex of various types including shops where the common people can fulfill their daily needs that can promote the commercial community. This will create a roof terrace as open area with facilities for tourists, an attraction to the city with high commercial demand of the city. Further, it is suitable to provide space from this premises for the Bandarawela retail market. For that, it is advisable to set aside one floor of the proposed development from this building.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Use the underdeveloped lands within the city for development activities. • Create high-end commercial spaces that cater to the tourists. • Allocate a space within the city for the retail markets. • Create open spaces within high-rise development in the city. • Promote the commercial activities. • Create attractive urban spaces and vision corridors within the city.
10	Benefits of the Project	<ul style="list-style-type: none"> • Desirable open spaces that can attract the tourists. • Catering facilities.

		<ul style="list-style-type: none"> • Places for common commercial activities. • Development of visual locations • Vehicle Parkings.
11	Project implementation and maintainace	Railway department Urban Development Authority Bandarawela Municipal Council

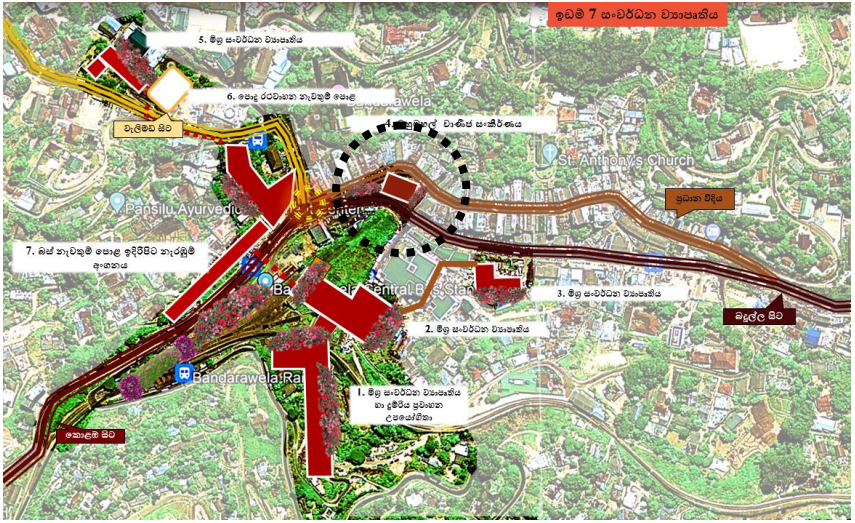
Seven Lands Development Project 3.Mixed Development Project - City Center Cooperative Land

1	Project Proposal	Use underdeveloped land for mixed commercial development											
2	Location	<table><tr><td>Province</td><td>District</td><td>Division</td><td>location</td></tr><tr><td>UVA</td><td>Badulla</td><td>Bandarawela</td><td>Dharmawijaya Road, present cooperative land</td></tr></table>				Province	District	Division	location	UVA	Badulla	Bandarawela	Dharmawijaya Road, present cooperative land
Province	District	Division	location										
UVA	Badulla	Bandarawela	Dharmawijaya Road, present cooperative land										
3	Access	Dharmawijaya Road											
4	Location Map												
5	Existing Use	Temporary private bus parking											
6	Land Ownership	Cooperative Department											
7	Land extent	144 Perches											
8	Project justification	Since Bandarawela is a sprawling city in a limited area, it is expected that the underdeveloped land in the city center will contribute to effective economic activities for further development of the city in terms of commercial and tourism. Accordingly, it is expected to promote mixed commercial											

		<p>development in the cooperative land facing Dharmawijaya Mawatha, where there is a high commercial demand. Through this project, it is expected to allocate parking spaces for the existing commercial centers around the main street and Dharma Wijaya Mawatha.</p> <p>In addition, this land should be developed as a multi-storied commercial complex, providing space for offices and financial institutions, including cooperative office premises. Therefore, priority should be given to landscape in the building in accordance with Dharmawijaya Mawatha and city center guide plans.</p>
9	Project Objectives	<ul style="list-style-type: none"> • To get Contribution of underdeveloped land for commercial and tourism promotion. • Expan the commercial services within the city center. • Provide opportunity for offices within the city center. • City beautification and landscaping. • Create the upper floors for open spaces with tourist attraction.
10	Benefits of the Project	<ul style="list-style-type: none"> • Commercial Center • Office premises • Attractive open spaces • Parking facilities
11	Project implementation and maintainace	<p>Cooperative department</p> <p>Urban Development Authority</p>

Seven Lands Development Project

4. Open Space and Public car park development project

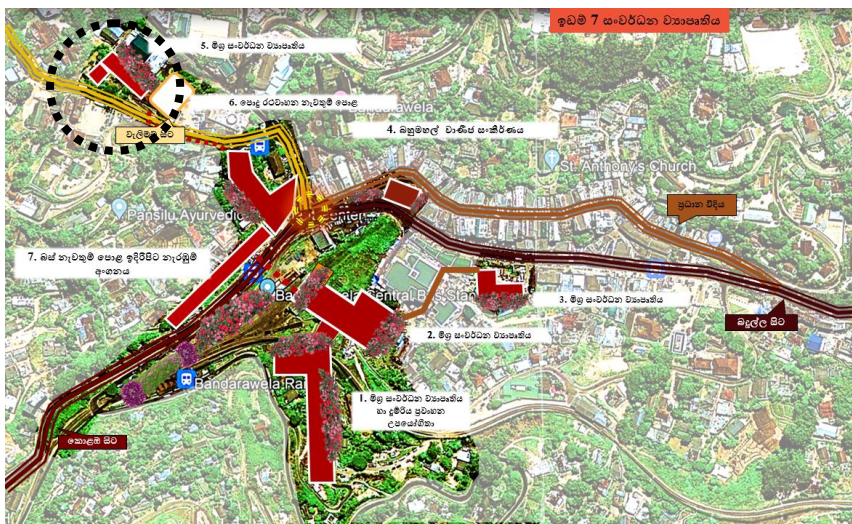
1	Project Proposal	Development of Space with open park and public car park			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	City Center Municipal Commercial Complex
3	Access	Main Street, Dharma Wijaya Road			
4	Location Map				
5	Existing Use	Two Storey Commercial Complex, Municipal Council			
6	Land Ownership	Bandarawela Municipal Council			
7	Land extent	45 Perches			
8	Project justification	Bandarawela is a city with a linear urban structure along the main street. Due to the high development potential of the city, Dharmavijaya Mawatha has also been developed as a major street. So by now the section from the front of the clock tower to			

	<p>Seevali Mawatha is fully developed. Therefore, the land where the current Municipal Council commercial complex is located has been a high traffic area. Also, the need to repair the existing building has also arisen.</p> <p>Around 40 commercial units are located within the Municipal Council commercial complex. Different types of commercial units like footwear stores, herbal stores, Sathosa trading company, textile stores, grocery stores are located within this complex. Since there is a high population attraction in the city center, there are no parking spaces within this commercial complex. Also, a person coming towards the city from Colombo will see the commercial streets of the city and at the same time, many people miss the main street of the city because of this complex.</p> <p>In view of these facts, an open space is proposed within this land through the Bandarawela City Development Plan to encourage the commercial activities within the main street of the city and to enhance the beautification of the city. Considering the topography of this land, it is proposed a open park with landscaped development at a ground level and a vehicle parking space at the basement level.</p> <p>Accordingly, the existing shops in this complex are also proposed to relocate in a proposed mixed development building at the cooperative land or in the proposed mixed development project at the Railway Department circuit Bungalow land.</p> <p>Within this project, priority should be given to rose cultivation and landscaping, and these plantations should be carried out for commercial purposes. Through this, a contribution can be made to the amount of cut flowers that are commercially distributed in the city through this land. Also, shade trees should be planted</p>
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		and seating facilities should be provided for the commuters who come to the city to relax.
9	Project Objectives	<ul style="list-style-type: none"> • Create an open green space in the city centre. • Minimise the traffic congestion of the city. • Increase city beautification. • Encourage flower related entrepreneurs.
10	Benefits of the Project	<ul style="list-style-type: none"> • Increase cityscape and beautification of the city with the green/pink open space. • vehicle Parking.
11	Project implementation and maintainace	<p>Urban Development Authority</p> <p>Bandarawela Municipal Council</p>

Seven Lands Development Project

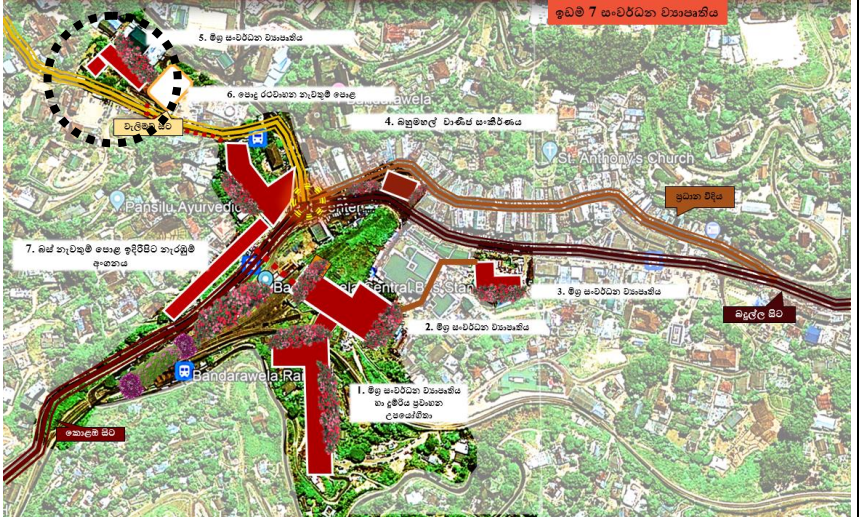
5.Mixed Development Project Welimada Road Railway Department Quarters

1	Project Proposal	Utilization of underdeveloped land for development and promote of tourism and commercial activities.											
2	Location	<table><tr><td>Province</td><td>District</td><td>Division</td><td>location</td></tr><tr><td>UVA</td><td>Badulla</td><td>Bandarawela</td><td>Welimada Road</td></tr></table>				Province	District	Division	location	UVA	Badulla	Bandarawela	Welimada Road
Province	District	Division	location										
UVA	Badulla	Bandarawela	Welimada Road										
3	Access	Welimada Road											
4	Location Map												
5	Existing Use	Quarters of Railway Department											
6	Land Ownership	Railway Department											
7	Land extent	140 Perches											
8	Project justification	This land that is developed under the concept of 7 lands development, which is used for economically effective development of underdeveloped land. Accordingly, the existing quarters will be replaced by Project No. 4, which will be developed under this concept. Accordingly, this land will be developed as a mixed development building providing open											

		<p>spaces for tourism attraction and propmote commercial development.</p> <p>The land is proposed to be developed as a multi-storied commercial complex. According to the topography of the land, it is suitable to built as a multi-storied building with basement and 5 floors to above. It can include textiles, ready-made garments, shops, ornaments, commercial center, restaurants, hotels and entertainment venues. Where the development is appropriate to provide accessibility for the car park project within the proposed current District Court site adjacent to this land.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Utilize the underdeveloped land for effective development. • Promote the commercial activities. • Increase tourist attraction. • Expan of commercial activities in the city towards the Welimada road.
10	Benefits of the Project	<ul style="list-style-type: none"> • Commercial complexes. • Leisure and entertainment venues. • vehicle Parking.
11	Project implementation and maintanace	<p>Urban Development Authority</p> <p>Railway department</p> <p>Bandarawela Municipal Council</p>

Seven Lands Development Project

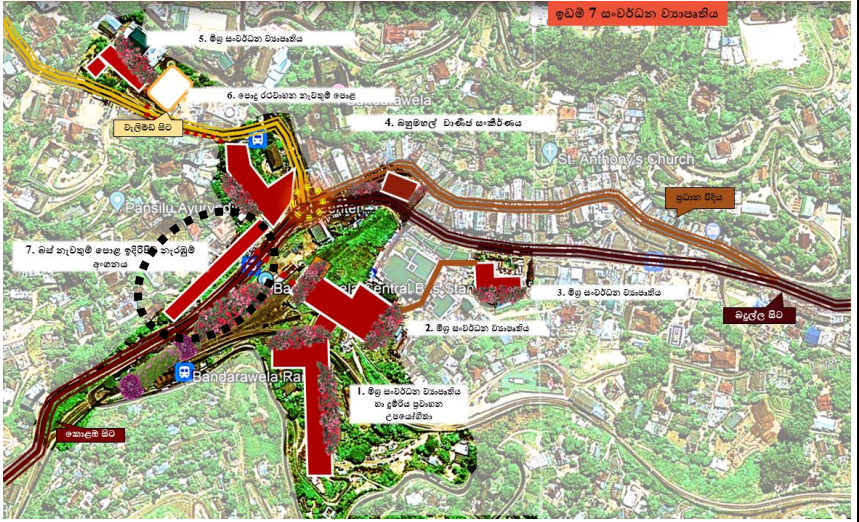
6.Ratha Gal Development Project - Present District Court Site

1	Project Proposal	Create vehicle parking in the city			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	The present district court site in front of the police station
3	Access	Bandarawela - Welimada Road Aspalanda Road			
4	Location Map				
5	Existing Use	District Court			
6	Land Ownership	Ministry of Justice			
7	Land extent	40 Perches			
8	Project justification	<p>Bandarawela is a linear developed city. Therefore, there is a high commercial demand for land in the city center and the provide of space for parking within the land is minimum. Accordingly, it is common to use the sides of the roads as parking spaces for vehicles. This has led to heavy traffic. As well as commercial services, the people coming to those places such as Bandarawela</p>			

		<p>Divisional Secretariat Office and Police can also be seen facing great inconvenience due to the lack of parking spaces for public vehicles.</p> <p>In addition, it is proposed in the Bandarawela City Development Plan to formally locate the District Court, which is not essential for the functioning of the city center, as a judicial complex within the Welimada Road Magistrate's Court area. Accordingly, it is proposed to develop parking facilities within the present district court premises. Accordingly, it is suitable to develop this with the multi-storey mixed development project proposed to be built on its right side. The parking lot can be accessed from both Welimada Road and Asipalanda Road.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Minimize existing car parks along the roads at the city center. • Create easy accessibility to the public for the city center, workplaces and commercial services.
10	Benefits of the Project	<ul style="list-style-type: none"> • Easy accessibility to the commercial services • vehicle Parking.
11	Project implementation and maintainace	Bandarawela Municipal Council


Seven Lands Development Project

7. Viewing yard and restaurant project in front of the bus stand

1	Project Proposal	Viewing Deck and Restaurant project			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Infront of the Busstand
3	Access	Haliela Main Road			
4	Location Map				
5	Existing Use	Vacant land belonging to Road Reservation and Railway Department			
6	Land Ownership	Railway Department			
7	Land extent				
8	Project justification	<p>This project is proposed to enhance the tourism industry and use the scenic view from Bandarawela city center towards Diyatalawa as an economically productive space. At present, although the city has a view towards Diyatalawa, economic benefits are not obtained through the premises.</p> <p>As the existing land is located in the city center, the premises are</p>			


		suitable for tourists to enjoy the beauty of the scenic natural environment on the other side with the hectic urban scene. It is appropriate to use the upper floor as an open space and the lower floor as a restaurant in proportion to the slope.
9	Project Objectives	<ul style="list-style-type: none"> • Utilization of scenic open spaces to enhance the beautification of the city. • Creating a place for tourists to enjoy the hustle and bustle of the city and the beauty of the natural environment.
10	Benefits of the Project	<ul style="list-style-type: none"> • Development of scenic points • Catering facilities
11	Project implementation and maintainace	<p>Railway deparment</p> <p>Bandarawela Municipal Council</p> <p>Road Development Authority</p>

8. Court complex development project

1	Project Proposal	Development of Court Complex project			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Welimada Road, current Magistrate Court land
3	Access	Welimada Road			
4	Location Map				
5	Existing Use	Magistrate's Court, Labor Tribunal			
6	Land Ownership	Ministry of Justice			
7	Land extent	50 Perches			
8	Project justification	<p>Through the Bandarawela 2023-2033 city development plan, it is proposed to turn the city into a tourist attraction place. Accordingly, the District Court is proposed to be relocated within the current Magistrate's Court land, under the change of the underdeveloped land and incompatible uses which has a high commercial value within the city centre. Accordingly, it is proposed to relocate the District Court to the court complex within the land of existing Magistrate Court and Labor Tribunal</p>			


		located. A court complex with modern technical features and infrastructure facilities is proposed in this land. The upper floor of the commercial complex proposed to be built near the Kahattewela junction is expected to be used for lawyers' offices, and it will be easier for lawyers to provide their services.
9	Project Objectives	<ul style="list-style-type: none"> • Consolidation of the city's judicial system into one zone. • Create a convenience place with easy accessibility and infrastructure for the public and lawyers. • To create an environment where judicial work can be conducted away from the hustle city.
10	Benefits of the Project	<ul style="list-style-type: none"> • Create easy access to the public. • Create an area where legal services and judicial services are integrated. • Court complex • Infrastructure-rich service area
11	Project implementation and maintenance	Ministry of Justice

9. Commercial Complex and Lawyer's Office

1	Project Proposal	Commercial Complex and Lawyers Office			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	In front of Cemetery, Kahattewela Junction
3	Access	Welimada Road			
4	Location Map				
5	Existing Use	Irregular unauthorized shops			
6	Land Ownership	Bandarawela Municipal Council			
7	Land extent	20 Perches			
8	Project justification	<p>Bandarawela legal services related to the judiciary are scattered all over the city. This is mainly due to the fact that there is no separate location in the office premises to provide legal services, and the judicial services are located in two locations. As it is proposed to locate all judicial services under the Bandarawela Development Plan to the current Magistrate's Court land Welimada Road, it is also proposed to create a suitable premises</p>			

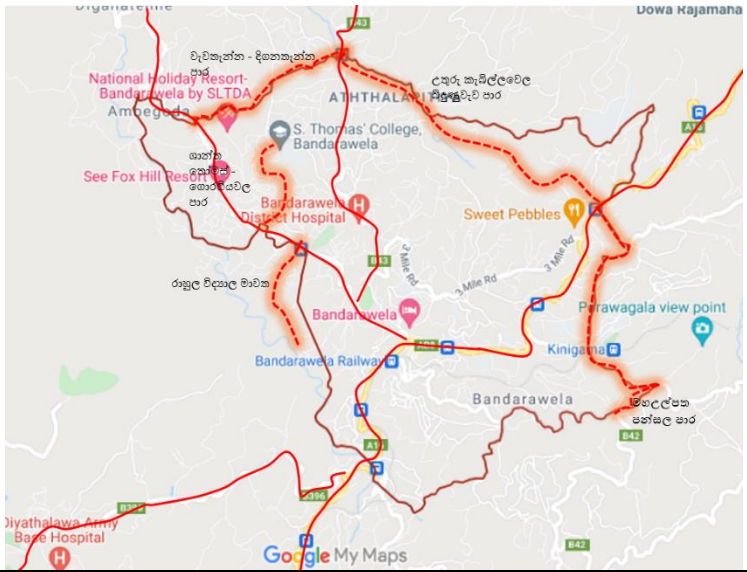
		<p>for providing legal services nearby. In addition, since there is a high residential community living around Kahattewela Junction, many urban residents are anxious to meet their needs in the vicinity of Kahattewela Junction instead of going to the city to meet their daily needs.</p> <p>After studying all the above facts, it is proposed to construct a two-storied commercial complex near the Kahattewela junction. For that purpose, this project is proposed on the part of the land where the cemetery is located, facing to the Welimada road (the part where the current informal shops are located). Through this, an area connected with judicial services will be created in Kahattewela.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Create a premises where legal services can be obtained near the judicial services. • Expan the commercial services around Kahattewela.
10	Benefits of the Project	<ul style="list-style-type: none"> • Commercial complex • Lawyer office premises
11	Project implementation and maintanace	Bandarawela Municipal Council

10. Development of Megalithic Park - Archaeological Land

1	Project Proposal	Development of megalithic archaeological conservation areas			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Atampitiya Road Archaeological Conservation Land
3	Access	Atampitiya Road, Welimada Road			
4	Location Map				
5	Existing Use	Archaeological Conservation Land			
6	Land Ownership	Archaeological Department			
7	Land extent	18 Perches			
8	Project justification	<p>Under the Bandarawela Development Plan 2023-2033, it is expected to promote leisure and entertainment areas in the city. A theme park is proposed to be developed in the archaeological land to achieve the objectives of creating tourist attraction and educating tourists about the</p>			

		<p>existing archaeological values.</p> <p>The proposed theme park is based on archaeological values and should be implemented as Megalithic Park. the excavation work has not been carried out in the current archaeological site, the information about the prehistoric ruins found and identified through excavations should be displayed. Only a limited portion of this land is proposed for this megalithic park. Unexcavated areas shall be kept as conservation areas without public access. Accordingly, Megalithic Park is proposed to be developed as linear pattern from Atampitiya Road to Welimada Road.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Promote the tourism attraction on Bandarawela archaeological values. • Development of recreational open spaces in the city. • Create a new lane between Atampitiya Road and Welimada Road.
10	Benefits of the Project	<ul style="list-style-type: none"> • Megalithic Linear Park • Lanes conducive to pedestrian circulation
11	Project implementation and maintainance	<p>Archaeological Department</p> <p>Bandarawela Municipal Council</p>

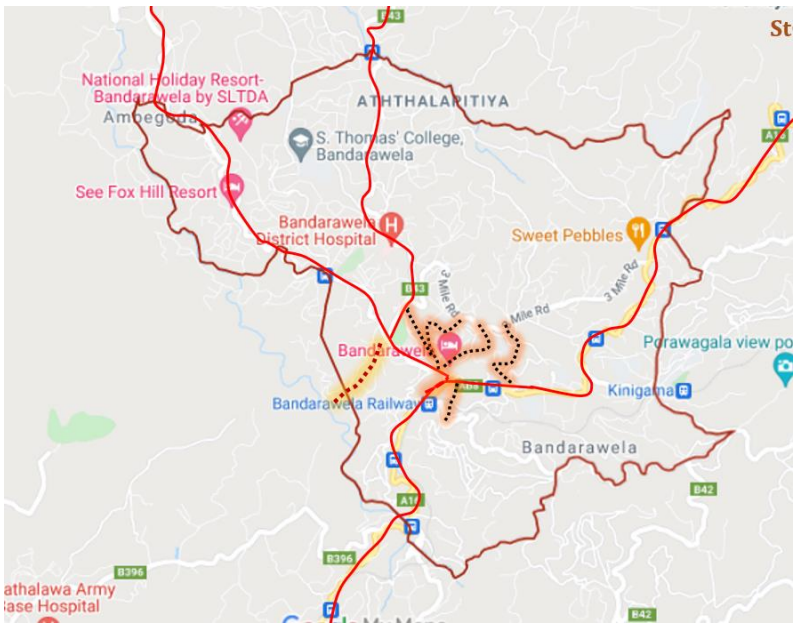
11. Alternative Roads Development Project

1	Project Proposal	Alternative Roads Development			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Rahul Vidyala Mawatha
		UVA	Badulla	Bandarawela	Mahaulpatha Temple Road
		UVA	Badulla	Bandarawela	St. Thomas - Goradiawala Road
		UVA	Badulla	Bandarawela	North Kabillawela Bindunuwewa Road
		UVA	Badulla	Bandarawela	Vavethenna - Diganathenna Road
3	Access	Atampitiya Road, Welimada Road, Badulla road			
4	Location Map				
5	Existing Use	Road			
6	Land Ownership	Road		ownership	

		Rahul Vidyala Mawatha	Municipal Council											
		Mahaulpatha Temple Road	Municipal Council											
		St. Thomas - Goradiawala Road	Provincial Road Development Authority											
		North Kabillawela Bindunuwewa Road	Provincial Road Development Authority											
		Vavethenna - Diganathenna Road	Provincial Road Development Authority											
7	Land extent	<table><tr><th>Road</th><th>Distance</th></tr><tr><td>Rahul Vidyala Mawatha</td><td></td></tr><tr><td>Mahaulpatha Temple Road</td><td>500 Km.</td></tr><tr><td>St. Thomas - Goradiawala Road</td><td>6.2 Km</td></tr><tr><td>North Kabillawela Bindunuwewa Road</td><td>2.9 Km</td></tr><tr><td>Vavethenna - Diganathenna Road</td><td>1 Km</td></tr></table>	Road	Distance	Rahul Vidyala Mawatha		Mahaulpatha Temple Road	500 Km.	St. Thomas - Goradiawala Road	6.2 Km	North Kabillawela Bindunuwewa Road	2.9 Km	Vavethenna - Diganathenna Road	1 Km
Road	Distance													
Rahul Vidyala Mawatha														
Mahaulpatha Temple Road	500 Km.													
St. Thomas - Goradiawala Road	6.2 Km													
North Kabillawela Bindunuwewa Road	2.9 Km													
Vavethenna - Diganathenna Road	1 Km													
8	Project justification	<p>Bandarawela city with a linear urban structure can be accessed by 5 main roads. But these roads cannot be widened further due to the existing topography. There is a need to develop roads that can reach other areas without going through the city as alternative routes. Accordingly,</p> <ul style="list-style-type: none">i. Connecting Mahaulpatha Temple Road - Poonagala Road - Bandarawela Road.ii. Connecting Saint Thomas Goradiwela - Welimada Road - Atampitiya Road												


		<p>iii. Connecting North Cabillawela - Bindunuwewa Road - Badulla Road - Atampitiya Road</p> <p>iv. Connecting Wewathenna - Diganathenna Road - Welimada Road - Atampitiya Road.</p>
9	Project Objectives	Reducing traffic congestion of the city
10	Benefits of the Project	Development of alternative routes
11	Project implementation and maintainace	<p>Provincial Road development Authority</p> <p>Bandarawela Municipal Council</p>

12. Development of alternative routes of the city center

1	Project Proposal	Development of alternative routes of city center			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Seevali Road
		UVA	Badulla	Bandarawela	Senanayake Mawatha
		UVA	Badulla	Bandarawela	Visakha Mawatha
		UVA	Badulla	Bandarawela	Price Road
3	Access	Atampitiya Road, Welimada Road, Badulla road			
4	Location Map				
5	Existing Use	Road			
6	Land Ownership	Road		ownership	

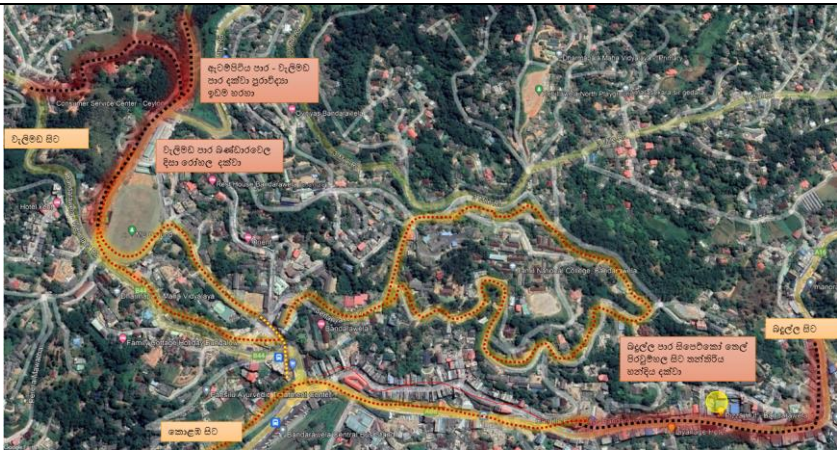
		Seevali Road	Bandarawela Municipal Council										
		Senanayake Mawatha	Bandarawela Municipal Council										
		Visakha Mawatha	Bandarawela Municipal Council										
		Price Road	Bandarawela Municipal Council										
7	Land extent	<table><tr><td>Road</td><td>Distance</td></tr><tr><td>Seevali Road</td><td>350 m.</td></tr><tr><td>Senanayake Mawatha</td><td>2.2 Km.</td></tr><tr><td>Visakha Mawatha</td><td>500 m.</td></tr><tr><td>Price Road</td><td>250 m.</td></tr></table>		Road	Distance	Seevali Road	350 m.	Senanayake Mawatha	2.2 Km.	Visakha Mawatha	500 m.	Price Road	250 m.
Road	Distance												
Seevali Road	350 m.												
Senanayake Mawatha	2.2 Km.												
Visakha Mawatha	500 m.												
Price Road	250 m.												
8	Project justification	The main reason for the traffic congestion in Bandarawela city is that the service locations with high public attraction are located along the main roads and alternative routes are not popular. Accordingly, it is essential to minimise the existing congestion along the main roads for smooth function of the city. The aim is to develop the alternative routes at the city center that connect the main roads and create easy public accessibility. Here these roads should be developed along with pedestrian paths.											
9	Project Objectives	Make the smooth transportation network within the city											
10	Benefits of the Project	Development of alternative routes											
11	Project implementation and maintainance	Bandarawela Municipal Council											

13. Development of Pedestrian Bridge

1	Project Proposal	Safe pedestrian circulation in the City center			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Infront of St. Joseph's College
		UVA	Badulla	Bandarawela	Thanthiriya
3	Access	Atampitiya Road, Welimada Road, Badulla road			
4	Location Map				
5	Existing Use	Road			
6	Land Ownership	Road development Authority			
7	Land extent				
8	Project justification	Bandarwela is a linear city along the main roads of Bandarawela, Badulla – Colombo Roads, and it can be seen a high traffic circulation along these roads. As the education sector is the third economic driver, a large number of students coming to the city			


		<p>daily. Therefore, it is essential to secure pedestrian circulation in the city.</p> <p>Accordingly, it is expected to develop pedestrian bridge in front of St. Joseph College and Tanthiriya junction with high pedestrian circulation.</p> <ul style="list-style-type: none"> • It is expected from this development to connect the right side and left side of the Beragala - Haliela Main Street at the in front of St. Joseph's College. It is expected to promote commercial activities of the existing commercial building at the right side by providing access to that building through the bridge. • Heeloya Road coming from Tanthiria Junction - Bandarawela Madhya Maha Vidyalaya (Bandaraela Central college) is expected to provide easy pedestrian circulation on the right side of Hali Ala - Beragala Main Street by utilizing its steep topography.
9	Project Objectives	Development of necessary infrastructure for safe and orderly handling of pedestrian circulation in the city.
10	Benefits of the Project	<p>Pedestrian bridge</p> <p>Promotion of commercial activities</p>
11	Project implementation and maintainace	<p>Bandarawela Municipal Council</p> <p>Road development Authority</p>

14. Development of Green Pedestrian Paths

1	Project Proposal	Development of Green Pedestrian Paths			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Badulla Road from Sipetco Petrol Station to Tanthiriya Junction
		UVA	Badulla	Bandarawela	Welimada Road to Bandarawela District Hospital
		UVA	Badulla	Bandarawela	Atampitiya Road – to Welimada Road through archaeological land
3	Access	Atampitiya Road, Welimada Road, Badulla road			
4	Location Map				
5	Existing Use	Road			
6	Land Ownership	location	Ownership		
		Badulla Road from Ceypetco Petrol Station to Tanthiriya Junction	Road development Authority		
		Welimada Road to Bandarawela	Road development		


		District Hospital	Authority
		Atampitiya Road – to Welimada Road through archaeological land	Archeological Department
7	Land extent	-	
8	Project justification	<p>Under the Bandarawela Development Plan 2023-2033, the city is proposed to create a pedestrian-friendly environment. Accordingly, it is proposed to develop pedestrian paths connecting the places of population concentrate in the city.</p> <p>Accordingly, these pedestrian paths are proposed to be developed as green pedestrian paths. Planting of plants like Bottle Brush, Kobo Leela, Fuch, Jacaranda are recommended along these pedestrian paths. And these plants should be planted in concrete cylinders and developed in such a way as to minimize root spread on the road surface.</p>	
9	Project Objectives	<ul style="list-style-type: none"> • Increase pedestrian circulation in the city centre. • Increase green tourism attraction of the city. 	
10	Benefits of the Project	Green Pedestrian paths	
11	Project implementation and maintainance	<p>Bandarawela Municipal Council</p> <p>Road development Authority</p>	

15. Development of Underground Pedestrian Crossing

1	Project Proposal	Development of underground pedestrian crossing															
2	Location	<table><tr><td>Province</td><td>District</td><td>Division</td><td>location</td></tr><tr><td>UVA</td><td>Badulla</td><td>Bandarawela</td><td>Main junctions</td></tr><tr><td>UVA</td><td>Badulla</td><td>Bandarawela</td><td>Dharmavijaya Mawatha near Araliya stores</td></tr></table>				Province	District	Division	location	UVA	Badulla	Bandarawela	Main junctions	UVA	Badulla	Bandarawela	Dharmavijaya Mawatha near Araliya stores
		Province	District	Division	location												
		UVA	Badulla	Bandarawela	Main junctions												
UVA	Badulla	Bandarawela	Dharmavijaya Mawatha near Araliya stores														
3	Access	Welimada Road, Badulla road, Dharmawijaya Mawatha															
4	Location Map																
5	Existing Use	Road															
6	Land Ownership	<table><tr><td>location</td><td>Ownership</td></tr><tr><td>Main junctions</td><td>Road development Authority</td></tr><tr><td>Dharma Wijaya Mawatha near Araliya stores</td><td>Road development Authority</td></tr></table>				location	Ownership	Main junctions	Road development Authority	Dharma Wijaya Mawatha near Araliya stores	Road development Authority						
		location	Ownership														
		Main junctions	Road development Authority														
Dharma Wijaya Mawatha near Araliya stores	Road development Authority																
7	Land extent	-															
8	Project justification	A city with a linear urban structure can minimize the traffic congestion by making the transport network flow smoothly. One such obstacle is the occasional stoppage of traffic by the operation of pedestrian crossings on the road surface. Accordingly, it is proposed to develop underground pedestrian crossings in the places that have high vehicle circulation and															

		<p>high pedestrian circulation in the Bandarawela city.</p> <p>Main junction - Bandarawela Main Junction is a junction connecting 3 main roads. As there are no alternative routes for vehicles coming from Colombo towards Badulla or Atampitiya - Welimada Road, it is mandatory for vehicles traveling in those directions to pass the main junctions. Therefore, there are 3 pedestrian crossings for pedestrian circulation along the junction and two crossing have to pass for each vehicle. Therefore, underground pedestrian crossing is proposed to develop as at the main junctions to reduce traffic congestion caused by pedestrian circulation through pedestria crossings.</p> <p>Through this propasal, 3 underground pedestrian entrances should be developed in front of the Torrington Building, in front of the current Chandani Hotel and in front of the Sinhagiri Building. Also, there is an underground tunnel with commercial places inside the road, and ornament shops are more suitable for these commercial places.</p> <p>Dharma Wijaya Mawatha near Araliya Stores -Dharma Wijaya Mawatha has a pedestrian interchange with high pedestrian circulation near the Araliya stores. The place where this pedestrian crossing is situated is a steep area and vehicles going towards Badulla have to make suddently stops due to this pedestrian crossing. An underground pedestrian crossing is appropriate to ensure the safety of pedestrians and vehicle operators when compared to the existing topography and high pedestrian circulation. Also, according to the development concept of the 7 lands of the proposed development plan, the land belong to the Railway Department along this road is proposed for high-end development, and accordingly, the existing pedestrian circulation will be further high in the future.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Ensure the safety of motorists and pedestrians. • Creatie the environment for the smooth flow of vehicular traffic and pedestrian traffic.
10	Benefits of the Project	Underground pedestrian crossing
11	Project implementation and maintanace	<p>Bandarawela Municipal Council</p> <p>Road development Authority</p>

16. Middle Class Housing Development Project


1	Project Proposal	Development of underground pedestrian crossing			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Main junctions
		UVA	Badulla	Bandarawela	Dharmavijaya Mawatha near Araliya stores
3	Access	Welimada Road, Badulla road, Dharmawijaya Mawatha			
4	Location Map				
5	Existing Use	Road			
6	Land Ownership	location			Ownership
		Main junctions			Road development Authority
		Dharmavijaya Mawatha near Araliya stores			Road development Authority
7	Land extent	-			

8	Project justification	<p>A city with a linear urban structure can minimize the traffic congestion by making the smooth flow of transport network. One such obstacle is the occasional stoppage of traffic by the operation of pedestrian crossings on the road surface. Accordingly, it is proposed to develop underground pedestrian crossings in the places that have high vehicle circulation and high pedestrian circulation in the Bandarawela city.</p> <p>Main junction - Bandarawela Main Junction is a junction connecting 3 main roads. As there are no alternative routes for vehicles coming from Colombo towards Badulla or Atampitiya - Welimada Road, it is mandatory for vehicles moving in those directions to pass the main junctions. Therefore, there are 3 pedestrian crossings for pedestrian circulation along the junction and two crossing have to pass for each vehicle. Therefore, underground pedestrian crossing is proposed to develop as at the main junctions to reduce traffic congestion caused by pedestrian circulation through pedestrian crossings.</p> <p>Through this proposal, 3 underground pedestrian entrances should be developed in front of the Torrington Building, in front of the current Chandani Hotel and in front of the Sinhagiri Building. Also, there is an underground tunnel with commercial units under ground of the road, and ornament shops are more suitable for these commercial places.</p> <p>Dharma Wijaya Mawatha near Araliya Stores -Dharma Wijaya Mawatha has a pedestrian interchange with high pedestrian circulation near the Araliya stores. The place where this pedestrian crossing is situated is a steep area and vehicles going towards Badulla have to make suddenly stops due to this pedestrian crossing. An underground pedestrian crossing is appropriate to ensure the safety of pedestrians and vehicle</p>
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		operators when compared to the existing topography and high pedestrian circulation. Also, according to the development concept of 7 lands of the proposed development plan, the land belong to the Railway Department along this road is proposed for high-end development, and accordingly, the existing pedestrian circulation will be further high in the future.
9	Project Objectives	<ul style="list-style-type: none"> • Ensure the safety of motorists and pedestrians. • Create the environment for the smooth flow of vehicular traffic and pedestrian traffic.
10	Benefits of the Project	Underground pedestrian crossing
11	Project implementation and maintainace	<p>Bandarawela Municipal Council</p> <p>Road Development Authority</p>


16. Middle Income Housing Development Project

1	Project Proposal	Development of middle income housing within the Municipal Council limits			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Land near Municipal Council Quarters, Poonagala Road
		UVA	Badulla	Bandarawela	Sappani Pillay Land- Poonagala Road
		UVA	Badulla	Bandarawela	Land owned by Irrigation Department near Archeological Land
		UVA	Badulla	Bandarawela	Munisipal Council land near Kuda Kusum Balika Vidyalaya
3	Access	location		Access	
		Land near Municipal Council Quarters, Poonagala Road		Poonagala Road	
		Sappani Pillay Land- Poonagala Road		Poonagala Road	
		Land owned by Irrigation Department near Archeological Land		Atampitiya Road	
		Munisipal Council land near Kuda Kusum Balika Vidyalaya		Senanayake Mawatha	

4	Location Map											
5	Existing Use	<table><tr><td>location</td><td>Use</td></tr><tr><td>Land near Municipal Council Quarters, Poonagala Road</td><td>Vacant land</td></tr><tr><td>Sappani Pillay Land- Poonagala Road</td><td>Vacant land</td></tr><tr><td>Land owned by Irrigation Department near Archeological Land</td><td>Vacant land</td></tr><tr><td>Munisipal Council land near Kuda Kusum Balika Vidyalaya</td><td>Vacant land</td></tr></table>	location	Use	Land near Municipal Council Quarters, Poonagala Road	Vacant land	Sappani Pillay Land- Poonagala Road	Vacant land	Land owned by Irrigation Department near Archeological Land	Vacant land	Munisipal Council land near Kuda Kusum Balika Vidyalaya	Vacant land
location	Use											
Land near Municipal Council Quarters, Poonagala Road	Vacant land											
Sappani Pillay Land- Poonagala Road	Vacant land											
Land owned by Irrigation Department near Archeological Land	Vacant land											
Munisipal Council land near Kuda Kusum Balika Vidyalaya	Vacant land											
6	Land Ownership	<table><tr><td>location</td><td>Ownership</td></tr><tr><td>Land near Municipal Council Quarters, Poonagala Road</td><td>Bandarawela Municipal Council</td></tr><tr><td>Sappani Pillay Land- Poonagala Road</td><td>Bandarawela Municipal Council</td></tr><tr><td>Land owned by Irrigation Department near Archeological Land</td><td>Irrigation Department</td></tr></table>	location	Ownership	Land near Municipal Council Quarters, Poonagala Road	Bandarawela Municipal Council	Sappani Pillay Land- Poonagala Road	Bandarawela Municipal Council	Land owned by Irrigation Department near Archeological Land	Irrigation Department		
location	Ownership											
Land near Municipal Council Quarters, Poonagala Road	Bandarawela Municipal Council											
Sappani Pillay Land- Poonagala Road	Bandarawela Municipal Council											
Land owned by Irrigation Department near Archeological Land	Irrigation Department											


		Munisipal Council land near Kuda Kusum Balika Vidyalaya	Bandarawela Municipal Council
7	Land extent	location	Extent
		Land near Municipal Council Quarters, Poonagala Road	04 Acres
		Sappani Pillay Land- Poonagala Road	13 Acres
		Land owned by Irrigation Department near Archeological Land	06 Acres
		Munisipal Council land near Kuda Kusum Balika Vidyalaya	1 Acre 3 Rood 32.08 perches
8	Project justification	<p>Many people are willing to establish their residence in the highly developed and popular Bandarawela city despite its commercial and educational sectors. Bandarawela has a population growth rate of 1.24% and a population density of 38 per hectare. Also, the size of an average household in the city is 4 and it is observed that there is more place for nuclear families in the city. There is a shortage of about 800 houses compared to the existing houses and the population. Also, there is a high residential demand due to commercial, education and administrative services in the city. Considering these facts, it is observed that there is a high demand for middle income houses within the city.</p> <p>Accordingly, four locations are identified in Bandarawela city are expected to develop for middle income housing schemes.</p>	
9	Project Objectives	Provide housing for the existing high residential demand	
10	Benefits of the Project	Middle income housing	
11	Project implementation and maintainace	Bandarawela Municipal Council	

17. City Center Alleyways Development Project

1	Project Proposal	Alleyways Development			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Near DFCC Bank
		UVA	Badulla	Bandarawela	Dharmavijaya Mawatha near Araliya Stores
		UVA	Badulla	Bandarawela	From Senanayake Mawatha to Main Street near Parashakti Shop
3	Access	Main Street and Dharma Wijaya Mawatha			
4	Location Map				
5	Existing Use	Alleyways used for pedestrian circulation			
6	Land Ownership	Bandarawela Municipal Council			
7	Land extent	location		Length of the lane	
		Near DFCC Bank		60 m.	
		Dharmavijaya Mawatha near Araliya		25 m.	

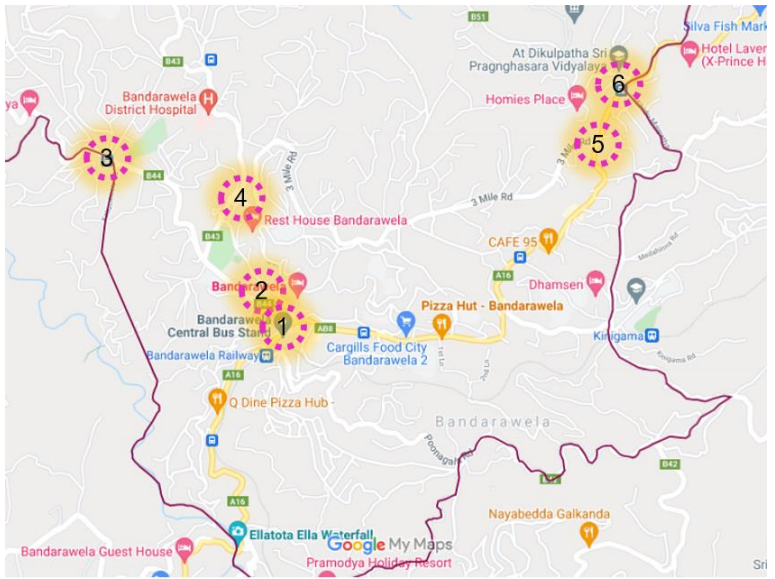
		Stores	
		From Senanayake Mawatha to Main Street near Parashakti Shop	175 m.
8	Project justification	<p>Bandarawela town was primarily developed along the Main Street and Dharma Wijaya Mawatha was developed and used as an alternative route to reduce the traffic along this street. But With the improvement in development activities, there has been a high commercial demand in Dharma Wijaya Mawatha. Accordingly, the places that were used as fire pits in the city are used as paths for pedestrian circulation. This has resulted in a good connection between the two roads and easy accessibility for pedestrians. Otherwise, pedestrians have to travel an unnecessary distance of 700-800 meters. Accordingly, it has been recognized by the Bandarawela Development Plan 2023-2033 that the Alleyways development is essential and 3 locations have been identified for this. In this case, the removal of existing illegal trade activities along these paths should be done first. Paths should be illuminated by street lamps at 10 meter intervals. Access should be provided by steps on steeper access roads. In addition, landscaping should be done in such a way that it does not interfere with the space required for pedestrian circulation.</p>	
9	Project Objectives	<ul style="list-style-type: none"> • Provide facilities for pedestrian circulation within the city. • Increase city beautification. 	
10	Benefits of the Project	<p>Lane development</p> <p>City beautification</p>	
11	Project implementation and maintainance	Bandarawela Municipal Council	

18. Viewing Deck in front of the present Magistrate Court

1	Project Proposal	Viewing Deck and restaurant project			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	In front of the current Magistrate's Court. Reservation of road Development Authority
3	Access	Welimada – Bandarawela Main Road			
4	Location Map				
5	Existing Use	Road reservation			
6	Land Ownership	Road Development Authority			
7	Land extent	3 Perches			
8	Project justification	Bandarawela city has scenic corridors that express the beauty of the environment along with the unique topographical features. Therefore, these places can be developed as attractive leisure places for the people who come to provide services as well as			


		<p>improve the tourist attraction.</p> <p>It is expected to relocate all judicial works towards the Welimada road as per the Bandarawela Urban Development Plan - 2023-2033.</p> <p>Under that, in front of the proposed court premises reservation along the Welimada Bandarawela main road are proposed to be developed as resting place for the people who come for court services.</p> <p>An office premises for lawyers who provide legal services in the city is also proposed near Kahattewela junction. Accordingly, it is expected to make use of the natural beauty of this place as a relaxing public place for the people who come for all these services. And also it is proposed a small restaurant with this project.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Develop the public resting areas required for the public who come for judicial services. • Enhance environmental beauty
10	Benefits of the Project	<ul style="list-style-type: none"> • Public Resting Areas • Small restaurant
11	Project implementation and maintainance	<p>Bandarawela Municipal Council</p> <p>Road Development Authority</p>

19. Road Development and Landscaping

1	Project Proposal	Development of Junctions in the city			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Major Junctions
		UVA	Badulla	Bandarawela	Infront of the Telecom Institute
		UVA	Badulla	Bandarawela	Kahattewela Junction
		UVA	Badulla	Bandarawela	Atampitiya Road 3 Mile Road
		UVA	Badulla	Bandarawela	Badulla Road 3 Mile Road
		UVA	Badulla	Bandarawela	Bindunuwewa junction
		UVA	Badulla	Bandarawela	Tanthiriya junction
3	Access	-			
4	Location Map				
5	Existing Use	Junctions			
6	Land Ownership	Road Development Authority			

7	Land extent	-
8	Project justification	The junctions identified above are the existing Junctions of the city, and these junctions are proposed to landscape as to enhance the beautification of the city. The project aims to beautify the access points to the city. Rose cultivation should be given priority for these landscape works.
9	Project Objectives	Increase the beautification of the city.
10	Benefits of the Project	Landscape the junctions
11	Project implementation and maintainance	Bandarawela Municipal Council

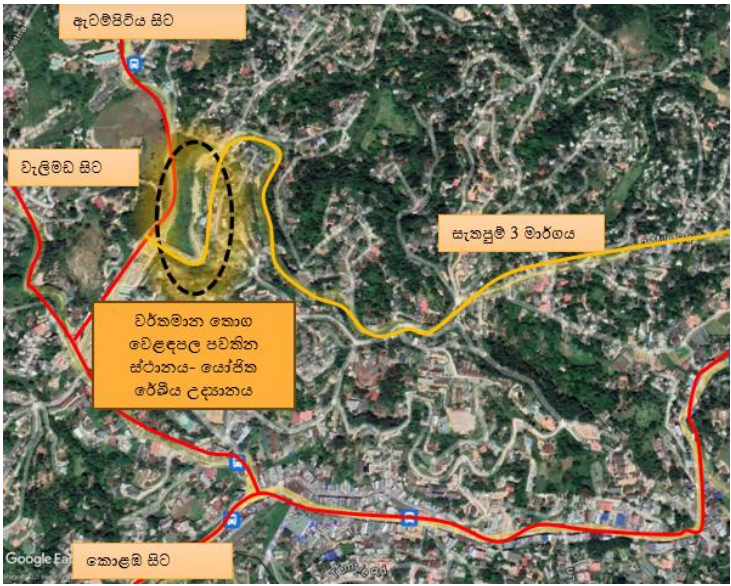
20. Road Development Project for Road Widening in front of Busstand

1	Project Proposal	Road Widening			
2	Location				
		Province	District	Division	location
		UVA	Badulla	Bandarawela	Infront of the Busstand
3	Access	Beragala – Haliela Main Street			
4	Location Map				
5	Existing Use	Road reservation and pavement			
6	Land Ownership	Road Development Authority			
7	Land extent	130 meters distance in front of bus stand			
8	Project justification	Bandarawela is a linearly developed city. For this, the existing topography has been strongly affected. The road layout of the city is arranged in five main directions. Despite the difficult topographical conditions, alternative routes have been arranged for the respective areas in addition to the main road, but there are no alternative routes connecting the Welimada and Colombo			

		<p>road. Also, due to the presence of high vehicle flow from the Colombo road, there has been a traffic congestion within Bandarawela town.</p> <p>Accordingly, in order to reduce this traffic congestion, it is proposed to develop a lane to the distance of 135 meters from the point of exit the buses from bussutand to the entrance. It is proposed to use the existing pedestrian path as a lane and make the pavement on a retaining wall within the road reservation. Apart from this, a viewing Deck and restaurant project is also proposed in the slope.</p>
9	Project Objectives	Reduce traffic congestion
10	Benefits of the Project	Road lane leading towards Welimada road
11	Project implementation and maintenance	Road Development Authority

		<p>the basic infrastructure facilities is not available. Moreover, Atampitiya Road that provide the main access to Bandarawela District Hospital, , and the alternative road, of 3 Mile Road, are blocked due to this premises. Taking these facts into consideration, the relocation the wholesale market premises to another location was identified through the Bandarawela City Development Plan.</p> <p>Accordingly, it was identified to relocate the wholesale market in Kabillawela Pathana land which is currently under the Divisional Secretary. The access for this premises is proposed to obtain from the 3 mile road and parking facilities is to be provided within the site. Through this development the traffic comgesion made due to the wholesale market will not be a issue for the traffic on the 3 mile road. Also, this land is about 4 acres and it can provide the relevant space and facilities to handle all the vehicles.</p> <p>Also, the accessibility of the land can be provided in accordance with the topography of the land. Also, the necessary sanitary facilities and food outlets should also be located in this site.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Relocation of the wholesale market properly. • Provide necessary infrastructure facilities for wholesale market traders and farmers. • Minimise the traffic congestion within the city
10	Benefits of the Project	Formal Wholesale Market Premises, Vehicle parking, Sanitary facilities.
11	Project implementation and maintanace	<p>Bandarawela Municipal Council</p> <p>Urban Development Authority</p>

22. Waterfront Linear Park development Project - existing wholesale market land


1	Project Proposal	Bandarawela Lake Development and Linear Park Project			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Existing wholesale market land
3	Access	3 Mile Road, Atampitiya Road			
4	Location Map				
5	Existing Use	Wholesale market and vacant land			
6	Land Ownership	Bandarawela Municipal Council			
7	Land extent	Distance of 500 meters			
8	Project justification	<p>The project is proposed to the vacant land after the Bandarawela wholesale market is relocated. Accordingly, it is proposed to construct a small lake in the vacant land behind the existing wholesale market complex. Through that, water-oriented development is expected to be replaced in the city as a replacement for the historical lake in Bandarawela. According to that, the rain water flowing through the empty valleys should be crossed and a small lake should be reconstructed. Also, the 3-</p>			

		mile road, which will be vacant after the wholesale market is relocated, should be landscaped with seating facilities as a linear park along the left bank of the lake.
9	Project Objectives	<ul style="list-style-type: none"> • Construction of a reservoir that collects rainwater of the city • Improvement of recreational facilities associated with the waterfront park development. • Increase the city beautification.
10	Benefits of the Project	<p>Water retention (Small Lake)</p> <p>Linear Park</p>
11	Project implementation and maintainace	<p>Bandarawela Municipal Council</p> <p>Urban Development Authority</p>

1	Project Proposal	Water front linear park development near Bandarawela Technical College			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	By the lake near Technical College
3	Access	Wewathenna Road			
4	Location Map				
5	Existing Use	Vacant land			
6	Land Ownership	Bandarawela Devisional Secretary			
7	Land extent	Distance of 1Km. along the Lake			
8	Project justification	<p>Vavathenna is a quiet residential area away from the hustle and bustle of Bandarawela town. Apart from Bandarawela Technical College and St. Thomas College, it is not an area where the people gathering. But there is potential in this area to be developed as a recreational area for the existing resident population and the migrant community. Accordingly, it is suitable to restoration and make a linear park around the lake</p>			


		located in the vicinity of the Technical College. It is also suitable to use solar street lamps for this purpose.
9	Project Objectives	Create common recreational space for the resident and community.
10	Benefits of the Project	Linear Park
11	Project implementation and maintenance	Bandarawela Municipal Council Urban Development Authority Bandarawela Divisional Secretary

24. Administrative Complex Development Project- Perera Mawatha, Cooperative Office Land

1	Project Proposal	Development of new administrative complexe			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Perera Mawatha, present cooperative office land
3	Access	Perera Mawatha			
4	Location Map				
5	Existing Use	Cooperative Office			
6	Land Ownership	Cooperative Department			
7	Land extent	About 1 Acre			
8	Project justification	<p>It is proposed to develop the existing government institutions located in areas that have high development potential of the city center as an integrated development in one area of the city through the Bandarawela Urban Plan. Accordingly, it is proposed to develop a building for the Irrigation Director's Office, the Regional Education Director's Office and the Cooperative Office as an administrative complex within the land where the current</p>			

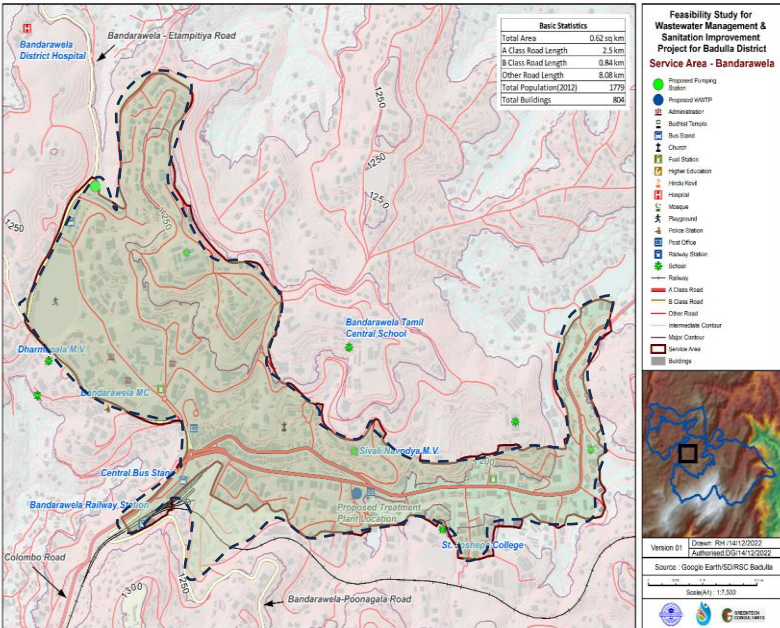
		cooperative office is located. This is proposed as a strategy to utilize underutilized land for development work through the Bandarawela urban Development Plan.
9	Project Objectives	Utilization of underdeveloped land for development of integrated institutions.
10	Benefits of the Project	Administrative Complex
11	Project implementation and maintainace	Cooperative Deparment Urban Development Authority

25. Bindunuwewa Fruit and Flower Farm

1	Project Proposal	Bindunuwewa Fruit and Flower Farm			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	Eucalyptus plantation land in association with Seva Editing Training Institute
3	Access	Watagamuwa Road			
4	Location Map				
5	Existing Use	Eucalyptus cultivation			
6	Land Ownership	Department of Agriculture			
7	Land extent	1 Acre land from eucalyptus plantations			
8	Project justification	In order to promote fruits and flowers within Bandarawela city, it is expected to cultivate to gain economical value in the exclusive lands of the city. Under that, it is proposed to establish this flower and fruit farm by using a part of the existing eucalyptus			

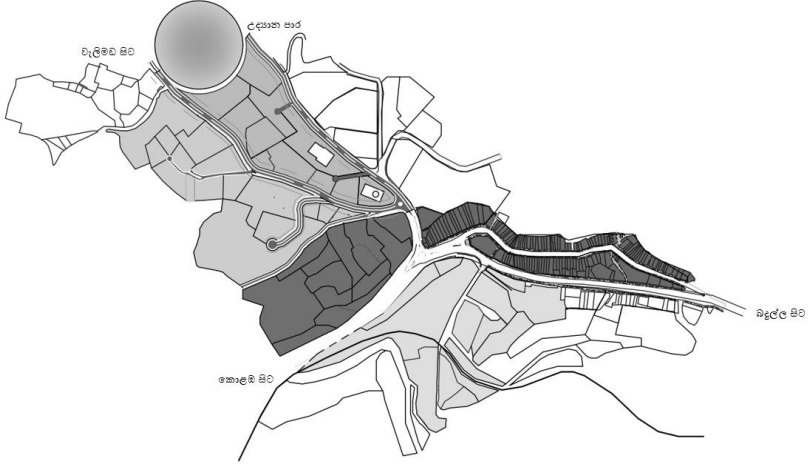
		<p>plantations in the vicinity of the Service Education Training College.</p> <p>Here, the city is given a priority for rose cultivation, and other flowers suitable for the climate can be grown near the farm. In terms of fruit cultivation, priority can be given to fruits such as green apples, grapes, lemon star fruits, strawberries. It is expected to create an environment in which these plantations will be accessible to the general public, where they can pick flowers and fruits of their choice and pay the relevant price.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Promote the cultivation of flowers and fruits in the area. • Provide facilities to get the experience of picking fresh flowers and fruits as desired to the tourists.
10	Benefits of the Project	<p>Flower and fruit farm</p> <p>Income from sale of flowers and fruits</p>
11	Project implementation and maintenance	Department of Agriculture

26. City Center Wastewater Management Project

1	Project Proposal	Setting up a wastewater management system											
2	Location	<table><tr><td>Province</td><td>District</td><td>Division</td><td>location</td></tr><tr><td>UVA</td><td>Badulla</td><td>Bandarawela</td><td>City Center</td></tr></table>				Province	District	Division	location	UVA	Badulla	Bandarawela	City Center
Province	District	Division	location										
UVA	Badulla	Bandarawela	City Center										
3	Access	Road network of the city center											
4	Location Map												
5	Existing Use	-											
6	Land Ownership	-											
7	Land extent	-											
8	Project justification	It has been identified that a wastewater management system is needed for the city of Bandarawela through the development plan. Due to the rapid commercial development of the city, there is a tendency to release all wastewater into the rainwater drains due to the lack of a wastewater management system. These drains are open drains and the foul smell and dirt coming out of											


		them are scattered all over the city. Therefore, a wastewater management system for the identified area in the center of the city is proposed through the development plan.
9	Project Objectives	Proper management of urban wastewater in the city.
10	Benefits of the Project	water management system
11	Project implementation and maintainace	Bandarawela Municipal Council

**27. City Center Underground Service Screening Project
(electrical, water plumbing, telephone lines)**

1	Project Proposal	Underground Service Screen Project in the city			
2	Location	Province	District	Division	location
		UVA	Badulla	Bandarawela	City Center
3	Access	Road network of the city center			
4	Location Map				
5	Existing Use	Pavement, Road reservation			
6	Land Ownership	-			
7	Land extent	-			
8	Project justification	Through the Bandarawela Development Plan, it has been targeted to develop the city in terms of the tourism sector, accordingly, it is proposed to expand the city's sprawling cable network through underground service paths. Accordingly, plumbing services, telephones and power lines were also identified and proposed to lay the those lines underground in the			

		<p>area.</p> <p>Plumbing – Pavement shall have piping in a separate service lane. It is advisable to extend the underground screens through the sidewalks towards the buildings from the points of connection.</p> <p>Power lines- The main power service lines shall be laid along the service strip.</p> <p>Telephone Wires - Service wires shall be routed along main street service underground service lanes only. Here, over-the-road wiring is recommended for service stations located far from the road.</p>
9	Project Objectives	<ul style="list-style-type: none"> • Minimize the sprawl of service line laid informally within the city. • Increase city beautification
10	Benefits of the Project	Integrated plumbing, electrical and telephone service lines
11	Project implementation and maintenance	<p>Bandarawela Municipal Council</p> <p>Water Supply Board</p> <p>Ceylon Electricity Board</p> <p>Sri Lanka Telecom</p>

28. Food Processing Centre

1	Project Proposal	Food processing center											
2	Location	<table><tr><td>Province</td><td>District</td><td>Division</td><td>location</td></tr><tr><td>UVA</td><td>Badulla</td><td>Bandarawela</td><td>Heeloya Road</td></tr></table>				Province	District	Division	location	UVA	Badulla	Bandarawela	Heeloya Road
Province	District	Division	location										
UVA	Badulla	Bandarawela	Heeloya Road										
3	Access	Heeloya Road											
4	Location Map												
5	Existing Use	Bandarawela Masonry Training Centre											
6	Land Ownership	Uva Provincial Council											
7	Land extent	About 1.5 Acres											
8	Project justification	Many crops grown in the Bandarawela area are distributed to the all over the country through the city. Among them, potatoes have a special place and are in high demand. But apart from a few small entrepreneurs, these crops are not produced and distributed as value-added and processed food across the city. Therefore, through this project, a value added food processing center is proposed through an existing crop production and processing											

		process in the city.
9	Project Objectives	<ul style="list-style-type: none"> • Increase the value for crops grown in the city. • Promote the entrepreneurs in the area. • Utilization of underutilized land for development purposes.
10	Benefits of the Project	Food processing center
11	Project implementation and maintainace	Uva Provincial Council

Chapter Seven

Development zones and zoning regulations

7.1 Introduction

Bandarawela City Development Plan 2022-2033 has been prepared to realize the vision of a Blossomed holiday city surrounded by mountains. In this development plan, the goals and objectives to be achieved in the next 10 years have been identified, and strategic plans have been created for that. Further, an opportunity has been provided for development based on the density beyond the traditional zoning based on land use. A zoning plan has been used to create the desired urban form.

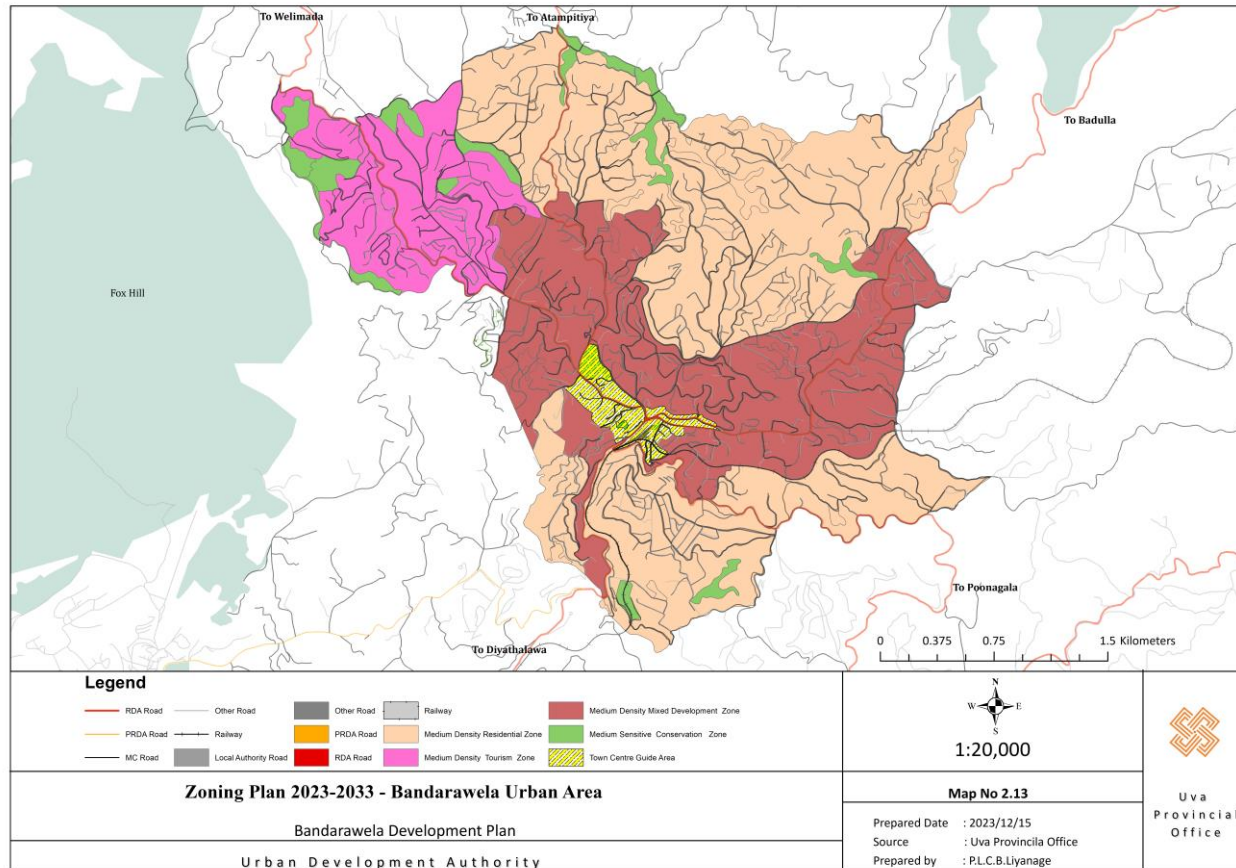
The zoning plan has been prepared based on a spatial analysis of the planning area. For this, vision of the development plan, concept, development trend analysis, connectivity analysis, sensitivity analysis, livability analysis, population analysis etc. have been used. Apart from this, underutilized land in the city, high tourist attraction with high commuter population etc. were also taken into consideration.

Taking into account the above aspects, the zoning plan has been prepared in such a way that the existing potentials can be utilized in a sustainable manner. Considering the limited space available in the city, urban planning guide areas have been identified which are unique to the city center.

7.2 Development Zones

- i. Mixed Development Zone
- ii. Tourism Development Zone
- iii. Residential Zone
- iv. Conservation Zone

Map No. 7.1 : Zonning plan for the Bandarawela Urban Area 2023-2033



Source : Urban Development Authority, 2023

7.3 Zone Factor

As per the Bandarawela Development plan the Bandarawela urban area has been divided into 4 main development zones and those main development zones have been divided into sub-zones based on the expected development density. Accordingly, the zone factor was determined based on the expected development density and the amount of developable land available for that development zone. Zone Factor is a new concept introduced to replace the Floor Area Ratio which was implemented in the earlier development regulations. This determines the intensity of development that can occur in a certain area in a certain period of time.

Accordingly, Bandarawela city center is proposed to be developed as a mixed development zone, and a medium density is expected here. The objective is to sustainably utilize the city's inherent environmental sensitivity and limited available space. Also, in the tourism zone, the intensity of tourism development is expected. Based on the existing high residential demand, the residential areas are also expected to be developed with medium density. Only tourism-related development has been proposed using the inherent beauty of the city within the conservation zones.

In order to obtain all these conclusions, the existing possibilities and opportunities in the area were analysed and it was recognized that the existing geographical location of the city is a key element in controlling the development of the city. Therefore, a medium density development has been proposed for the Bandarawela area in order to get the maximum benefits of sustainable development on the basis of minimal environmental damage.

Accordingly, the future development of the city has been decided on the basis of tourism development, and the zoning plan and the zone factor has been prepared accordingly for the distribution of infrastructure facilities, the development of commercial activities, and the density of population.

Table No. 7.1: **Development Zones and Zone Factors**

No.	Development Zone	Zonr Code	Zone Factor
i.	Mixed Development Zone	MD 2	2
ii.	Tourism Development Zone	T2	1.5
iii.	Residential Zone	R2	1.3
iv.	Conservation Zone	CN3	0.5

Source : Urban Development Authority, 2023

7.4 Common Zonning Guideliness in effect for the Planning Area

1. These Regulations and guidelines apply to the entire area within the administrative limits of the Bandarawela Urban area which has been declared as an Urban Development Area in the Extraordinary Gazette Notification No. 100/04 – dated 04.08.1980 and No. 1836/14 dated 13.11.2013 under Section 3(i) of the Urban Development Authority Act No. 41 of 1978.
2. In addition to the provisions of this zoning plan, the Planning and Development guidelines applicable to any development work is regulated by the Planning and Building Regulations/Orders (General) published in the Gazette Notification No. 2235/54 dated 08th July 2021 by the Urban Development Authority effective for Bandarawela Urban Area.
3. For areas declared as urban areas prior to 10.03.1986, the lots sub-divided before 10.03.1986 and the minimum plot size is less than 150 Sqm. are considered as existing lots, For areas declared as urban areas prior to 13.11.2013, the lots sub-divided before 13.11.2013 and the minimum plot size is less than 150 sqm are considered as existing lots.
4. The regulations introduced by the Development Guide Plan shall apply to the Development Guide Planning Areas. The zoning regulations in this plan shall also apply to above areas until the said regulations are introduced. However, Preliminary Planning Clearance from the Urban Development Authority shall be obtained for the development activities to be carried out in the above Development Guide Plan

Areas and the Authority shall have power to decide the developments in accordance with the Draft Development Guide Plan prepared by the Authority.

5. If the owner of a certain land gifts the portion of land, falling within the street line/proposed road width without compensation for the road, the entire plot will be considered for the allowable Floor Area Ratio for the proposed development. But while calculating the plot coverage percentage, the rest of the plot, excluding the portion belonging to the street line/proposed road width should be considered.
6. In cases where the development premises face more than one road having right of way with a minimum width of 6 m. or more than that and connected to main roads independently, the sum of the widths of all those roads may be considered as the access road width to calculate the permissible development on a case-by-case basis
7. In cases where any land belongs to two or more zones, the designated zone of the land is determined as the zone which provides the main access to the respective lot. When such plot of land, is accessed by two or more roads of the same width the zone in which higher portion of land is fallen shall be considered as the designated zone. *This regulation is not applicable for conservation zones.
8. If a land portion falls between two Local Authority areas, the Authority shall determine the use of that land on the agreement of the relevant Local Authorities for the use of the zone which gets the main access. If the plot is accessed by two or more roads of the same width, the zone of the larger extent of the plot shall be applied.
9. When a zone is demarcated as the first block facing an access road as the zone boundary, the entire plot shall include in that zone. When the plots in the back is somehow amalgamated with the first plot and approved as a single plot of land, the last boundary of that total land shall be considered as the zonal boundary.
10. If a boundary change occurs between the physical boundary and Geographical Coordinates shown in the zoning plan, the final decision in this regard rests with the Planning Committee of the Urban Development Authority.

11. The Authority has the power to decide on granting approval for uses similar to the permitted uses in the zone, although not specified in the category of permitted uses in the zoning plan.
12. Existing uses which are not permissible within particular zone can be considered only for continuing under prevailing status. Approval for any extension of those existing uses shall not be considered and if the continuation of that use is deemed unfavorable, such misuse may be ordered to cease.
13. Construction of boundary walls within the Building Line may be considered for approval subject to the signing of non-compensation agreement with the Authority to which the road belongs.
14. Various religious statues, religious symbols, signs or similar constructions are not allowed in the intersection, both sides of roads, building lines, road widening limits and reservations, and no compensation will be paid for the removal of such constructions.
15. If any land is earmarked for a cemetery/crematorium, recommendations should be obtained from the relevant Local Authority.
16. A Preliminary Planning Clearance from the Urban Development Authority should be obtained for the approval of low lands, swamp lands, paddy fields, wetlands or Owita or other such land which are not identified in the development plan.
17. 50% of the land should be kept open as open space when constructing buildings for schools and children's homes.
18. If it is not possible to provide parking space within the development site itself, then a site at a maximum distance of 500 meters can be used for the purpose subject to a Preliminary Planning Clearance.
19. Architectural or planning regulations may be imposed to preserve the identity of areas identified by the Authority.
20. In this planning area, for the lands or reservations belongs to the government institutions, departments or corporations Preliminary planning Clearance should be obtained from the Urban Development Authority before carrying out any development work.

21. The preliminary planning clearance For any development work within all sacred areas, world heritage areas, special tourism development areas, archaeological conservation areas, should be obtained from the Urban Development Authority.
22. The preliminary planning clearance For any development work within the Special Economic Zones, Industrial Zones, Special Project Zones, should be obtained from the Urban Development Authority.
23. The preliminary planning clearance before lease/allocate/assign/subdivide for any development purpose of the Government land, lands under the Sacred area Ordinance Act, should be obtained from the Urban Development Authority.
24. The preliminary planning clearance for any development activity or development project that may have an impact on the land use pattern of the city should be obtained from the Urban Development Authority.
25. The preliminary planning clearance For prior to carrying out all mining activities related to minerals (gems, river sand, gravel soil, quartz, felsa, black stone, heaps, gravel, thiruvana, graphite, clay work, all things of mineral value) should be obtained from the Urban Development Authority.
26. A minimum distance of 3 meters from the boundary should be maintained for the construction of all pits and septic tanks within the development premises.
27. If tower cranes are used for any development, a permit with the recommendation of a qualified engineer and insurance must be submitted at the time of approval for the development.
28. The recommendation of National Building Research Organization (NBRO) should be obtained for every construction in this municipal area regarding land suitability and construction, and the following regulations shall be applicable in the case of bank cuttings of height above 1.5 meters and construction work on sloping land.
 - i. It is mandatory to proceed according to the recommendations of the National Building Research Organization in case of cutting the banks higher than 1.5 meters. Even so, in cases where the height of the bank to be cut is less than 1.5 meters and retaining walls are not built for that cutting plane, a distance of at least 1 meter from the adjacent border to the starting point of the cutting plane should be set aside.

- ii. Minimum lot sizes on sloping land shall be the higher of the minimum lot size prescribed by the Zoning Regulations and the minimum lot size prescribed by the National Building Research Organization.
 - iii. When calculating the coverage percentage of a sloped land, the percentage of land coverage specified in the planning and development orders and zoning regulations mentioned in the Extraordinary Gazette Notice No. 2235/54-2021 dated 03 July 2021 is higher than the percentage of land coverage specified by the National Building Research Organization. The lower value takes effect.
29. Building restrictions and proposed minimum road widths for existing footpaths, stairs and all roads within the municipality limits and reserved or building restricted areas for rivers and canals should comply with Chapter 09. Also, reserves or building boundaries related to rivers and canals should be maintained with appropriate plant plantations.
30. In case of development work on a sloping land, taking into consideration the topography of the development site, access through steps with a width of 1.8 meters is considered.
31. The following specifications shall apply to lands with access stair way.
- a) The building limit for Stair way maintained by the Bandarawela Municipal Council and private stair way is 1 meter from the stair way boundary.
 - b) Approved Uses- Residential, Tourism, Agriculture and Commercial premises less than 25 square meters.
 - c) The preliminary planning clearance before subdividing the land access getting from the **stair way** should be obtained from the Urban Development Authority.
 - d) Subdivision can be done into maximum four lots only.
 - e) The preliminary planning clearance before applying for commercial or tourist building access getting from the stair way should be obtained from the Urban Development Authority.
 - f) No vehicle parking is required for residential use which access taking from the stair way and for tourist use, vehicle parking should be provided within a radius of 250 meters from the starting point of the stair way.

- g) In such cases, the developer should submit a special proposal for fire protection and obtain certification from the Local Authority's fire department or an authorized agency.
- h) Specifications of stair way

1	Width of the stair	1.8 meters
2	Maximum height of stairs	6 inches
3	Minimum width of stairs	12 inches
4	Maximum length of stairs	300 meters
5	Fall/ Tread width	Every 20 steps (Minimum 1.8m*m1)
6	Building line	1 meter from the edge

Source : Urban Development Authority, 2023

- 32. The area up to 100 meters from the boundary of a land used for proposed waste recycling centers, sanitary waste centers or any other related purpose shall be maintained as a green belt and no residential use shall be permitted within the said green belt.
- 33. The minimum size of a plot should be 6 perches in cases where the minimum plot size is not specified in the zoning regulations while granting approval for any development activity. However, in areas without a public water supply, a minimum lot size of 10 perches is required to be considered for approval.
- 34. Development works which lead to noise pollution/air pollution/groundwater or surface water pollution due to non-residential development carried out in residential areas despite the uses permitted through zoning, as well as for development works which are felt to be incompatible with social conditions, granting of permission is considered subject to a preliminary planning clearance and the authority has the power to impose conditions and to refuse permission for the regulation of such development activities.

35. The standard vehicle requirement for first and second uses under No. 2 under 10th schedule of the Planning and Building Orders/Regulations Gazette No. 2235/54 dated July 08, 2021 (General) per 100 Sqm should be a space for each.
36. The standard vehicle requirement for first and second uses under No. 2 under 10th schedule of the Planning and Building Orders/Regulations Gazette No. 2235/54 dated July 08, 2021 (General) per 100 Sqm should be a space for each 8th Commercial Use (Salons/Beauty Salons/Customer Service Stations/Barber Shops)) standard vehicle requirement shall be one space per 100 square meters.
37. Under the vehicle stopping facilities, the relevant distances are considered from the end of the proposed road width or the road width included in the road widening proposal when laying the canalization of the access roads mentioned in (b) and (c) of the sub-number 8 of No. 73
38. When calculating the parking requirement to be provided for any development infrastructure as per Schedule 10, the amount of payment for the building or the amount of payment remaining in the calculation of vehicle requirements is 50% or less of the amount of payment for one vehicle requirement, the proposed roads for that parking requirement. Designation of one vehicle space including the existing space between road line and building boundary including width or road widening proposal is considered.
39. All excavation work should be done according to the recommendations of relevant institutions including Geological Survey and Bureau of Mines, and after the completion of the work, the excavated places should be restored or appropriate measures should be taken according to the recommendation of the said institution.
40. In the event of a problem arising in relation to any statutory planning, development or building regulation or its interpretation or practical application, the Master Planning Committee of the Urban Development Authority shall have the final say in the matter.

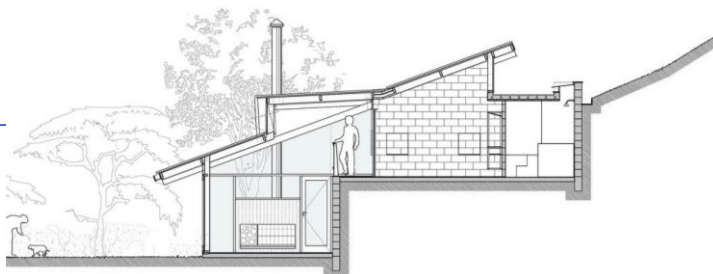
41. If a regulation related to the land is relaxed or removed for any reason during the granting of development approval and the amount of land belonging to that regulation is numerically calculated, the relevant value shall be assessed and an amount not exceeding 30% of that value shall be charged to the authority from time to time.
42. The following specifications are applicable in the development of existing and new Alleyways in the city.
- Minimum width 1.8 meter.
 - Lighting should be done.
 - Landscaping should be done.
43. In all these regions, the concept of allotment gardening will be given priority and consideration will be given to increase the percentage of floor area ratio up to a maximum of 30% as per the percentage of the allocation of land for the allotment gardening.
44. Number of Floors for 3m, 4.5m roads and stairs with a minimum width of 1.8m should be placed as per form “B”. (For residential, commercial (retail) and tourist uses only).

Form "B"– number of floors for the roads of 3 m, 4.5 m and 1.8 m stepped roads					
minimum width of the road	minimum road frontage	* Plot Coverage	Maximum no. of Floors		
			Zone Factor 0.5 - 0.74	Zone Factor 0.75 - 1.24	Zone Factor 1.25 - 3.49
3 m.	6 m.	65%	1 (G)	2 (G+1)	3 (G+2)
4.5 m.	6 m.	65%	1 (G)	2 (G+1)	3 (G+2)
1.8 m. (steps**)	6 m.	65%	1 (G)	2 (G+1)	3 (G+2)
The number of floors are given above including parking spaces.					
The maximum height of the building should be less than 10 meters.					
The number of housing units for each roads will not change.					
* In cases where plot coverage percentages are not specified under zoning regulations.					
** For residential, commercial (retail) and tourist uses only.					

The use of bright colors is not allowed for the buildings, and colors should be used in harmony with the surrounding environment.

45. Priority will be given to conservation of existing paddy lands in all these zones.
46. Recommendation of National Building Research Organization (NBRO) should be obtained regarding site suitability and construction for every construction within these zones.
47. Every building shall have foundations capable of safely supporting the individual weight of the building and the loads imposed on it in such a way that no settlement or movement occurs so as to damage the stability of the whole building or any part thereof or to damage the whole building or any part thereof or any adjacent building.
48. If the tower cranes are being used for any development, an approval with the recommendation of qualified engineer and insurance cover shall be obtained from institution where relevant development approval was granted.
49. In case of damage to adjoining property during the construction period, reimbursement of such damage is mandatory, even with a written declaration obtained from a qualified person that there is no damage to the subject adjoining property.
50. The ground supporting or helping to support any building or any part thereof shall not be subjected to any pressure (whether caused by any part of the building or otherwise) which is not such as may be accepted by the Authority with a view to securing the safety of the occupants of that building.
51. Buildings in sloping areas should always be designed to conform to the existing natural slope.

Picture 7.1 Constrcution based on the Geography



52. The Authority may order an owner of a development to make such changes as the Authority deems necessary in relation to the height, architecture and design of a building to suit the surrounding development.
53. If the land adjacent to any proposed building make pressure on any part of that building or causes an undue load to be applied thereon, the building or part of that building shall be constructed as to be capable of bearing or transmitting the pressure or load without damage, without exceeding the rated load.
54. Except in the case of a boundary wall erected by mutual consent of the owners of the lands on which a boundary wall is situated, the foundations of any building shall not extend beyond the boundary lines of the land on which such buildings are erected.
55. Before commencing anything on the work site such as foundation work or related earthworks such as piling, earth compaction and earth excavation which may impose a burden on the subject property or cause movement of the ground or may in any way adversely affect the stability of any part of the adjoining property, , the plans and designs prescribed under these orders shall be carefully considered by the qualified person at the time of preparation and it shall always be the responsibility of the qualified person and the owner to prevent possible damage.
56. The entire work site, including foundation and temporary retaining works, shall be separated from an adjoining road or property by a suitable fence or enclosure in such manner as may be prescribed by the Authority.
57. If there is any damage to any building or property on the land or adjacent to it due to ground preparation/construction work done before obtaining a development

permit or contrary to the conditions of the development permit, the relevant developer should be responsible for all damages.

58. The preliminary planning clearance for all development activities carried out within the Development Regulatory Area should be obtained from the Urban Development Authority, and all development permits and certificate of conformity should be issued through the Urban Development Authority.

59. Specifications for hostels/boarding house and Tution classes

a. Hostels/Boarding House - Minimum specifications required if accommodation facilities are maintained with below elements.

Bed rooms	The minimum floor area for every three occupants shall be 09 square meters, with a minimum of 2.5 meters per side.
Common room	Should not be less than 10 square meters. One out of every 09 people should have guest accommodation.
Toilet and bathroom facilities	Per 5 persons -1 Toilet Per 5 Persons -1 Bathroom
Electricity	Adequate electricity should be provided for each room.
Water	If potable water is not available from a main supply system, the source of water must be obtained under the approval of the Community Health Officer.

b. Tution Classes

Lecture hall	When open to the opening receiving natural light and ventilation, the light and ventilation of the window can be obtained only up to 7 meters from the outer edge of the window of the hall being served.
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Chapter

Zonning Guidelines

Chapter Eight

Zoning Guidelines

8.1 Zoning Guidelines

Four development zones have been identified through the Bandarawela Urban Development Plan and this chapter describes the zoning regulations applicable to those zones.

Table No. 8.1: **Mixed development Zone**

1	Main Zone	Mixed development Zone
2	Definition of zones	This zone is the main commercial service zone of the city and is expected to further promote the commercial community and provide easy access to commercial services to the service users.
3	Zoning Boundaries	Annexure I
4	Zone Code	MD2
5	Zone Factor	2
6	Permissible Maximum Floor Area Ratio/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
7	Permissible Maximum Plot Coverage	i. As per the form “B” in Schedule II and form “E” in Schedule III
8	Setbacks & maximum height	As per the form “E” in Schedule III
9	Minimum land extent for sub division	150 Sqm

10	Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
11	Common zoning regulations	<ul style="list-style-type: none"> i. The regulations related to the 5 sub-zones of the guide plan are enforce. ii. Preliminary Planning clearance need to be obtain prior to any development within the guide area plan iii. The preliminary planning clearance for residential activities of more than 6000 square feet and commercial activities of more than 2000 square feet within this zone should be obtained from the Urban Development Authority. iv. Along the Welimada Bandarawela Road, an open space should be maintained parallel to the parallel to the building line for 700 meters from the in front of the Labor Tribunal towards the city.

Source : urban development Authority, 2023

Ttable No. 8.2: **Tourism Development zone**

1	Main Zone	Tourism Development zone
2	Definition of zones	It is expected to make Bandarawela full of tourism services where anybody can enjoy the climate and see the beauty of the environment of the area. fullest.
3	Zoning Boundaries	Annexure I

4	Zone Code	T2
5	Zone Factor	1.5
6	Permissible Maximum Floor Area Rato/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
7	Permissible Maximum Plot Coverage	As per the form “B” in Schedule II and form “E” in Schedule III
8	Setbacks & maximum height	As per the form “E” in Schedule III
9	Minimum land extent for sub division	Residential - 250 Sq.m. Commercial - 150 Sq.m
10	Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
11	Common zoning regulations	<ul style="list-style-type: none"> i. The preliminary planning clearance for residential activities of more than 3000 square feet and commercial activities of more than 2000 square feet within this zone should be obtained from the Urban Development Authority ii. 50% of the portion of open area from the plot coverage in every development within this zone should be kept as green related development. iii. Green landscaping should be done in front of buildings. Recommended Plants – Roses,

		<p>Hydrangeas, Salvias, Daisies, Cannas, Agapanthus.</p> <p>iv. Facades facing to the road should be covered with louvers or curtain creeper plants. Recommended Plants - Petunia, Lipstick, Wolfie Plants</p> <p>v. 50% of the roof and concrete floor should be covered by natural vegetation.</p> <p>vi. Boundary walls should be covered with flower hedges/live fences.</p> <p>vii. Bright colors are not allowed for the building, and it is recommended to use black, green, brown and white colors.</p> <p>viii. Materials that are compatible with the environment should be used in making the advertistment board.</p> <p>ix. Guidelines recommended by the Authority shall be followed to minimize obstruction of scenic corridors.</p>
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Source : Urban Development Authority, 2023

Table No. 8.3: Residential Zone

1	Main Zone	Residential Zone
2	Definition of zones	An area with high residential use and proposed for expansion of commercial services. Hence residential development mixed with commercial activities is expected.
3	Zoning Boundaries	Annexure I
4	Zone Code	R2
5	Zone Factor	1.3
6	Permissible Maximum Floor Area Rato/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
7	Permissible Maximum Plot Coverage	As per the form “B” in Schedule II and form “E” in Schedule III
8	Setbacks & maximum height	As per the form “E” in Schedule III
9	Minimum land extent for sub division	Residential - 250 Sq.m. Commercial - 150 Sq.m
10	Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
11	Common zoning regulations	The preliminary planning clearance for residential activities of more than 6000 square feet and commercial activities of more than 4000 square feet within this zone should be obtained from the Urban Development Authority

Source : Urban Development Authority, 2023

Table No. 8.4: Conservation Zone

1	Main Zone	Conservation Zone
2	Definition of zones	Existing special paddy fields and forest preserve area.
3	Zoning Boundaries	Annexure I
4	Zone Code	Cn3
5	Zone Factor	0.5
6	Permissible Maximum Floor Area Ratio/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
7	Permissible Maximum Plot Coverage	As per the form “B” in Schedule II and form “E” in Schedule III
8	Setbacks & maximum height	As per the form “E” in Schedule III
9	Minimum land extent for sub division	1000 Sq.m.
10	Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
11	Common zoning regulations	<p>i. Only tourism-related projects are permitted within forest reserves. The following regulations apply only to such development proposals.</p> <ul style="list-style-type: none"> • Minimum land area – 40 perches • Approved plot coverage – 30%

		<ul style="list-style-type: none"> • Approved height limit – 7 meters • Nature of development – constructions that do not disturb the existing topography, using environmentally friendly materials such as tourist attractions, cabana hotels etc.
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Source : Urban Development Authority, 2023

8.2 Development Guide Planning Areas

The guide plan has been developed to utilize the limited space within the city center to achieve the desired vision of the City Development Plan 2023-2033 in a sustainable and effective manner. The urban development guide planning area are as follows.

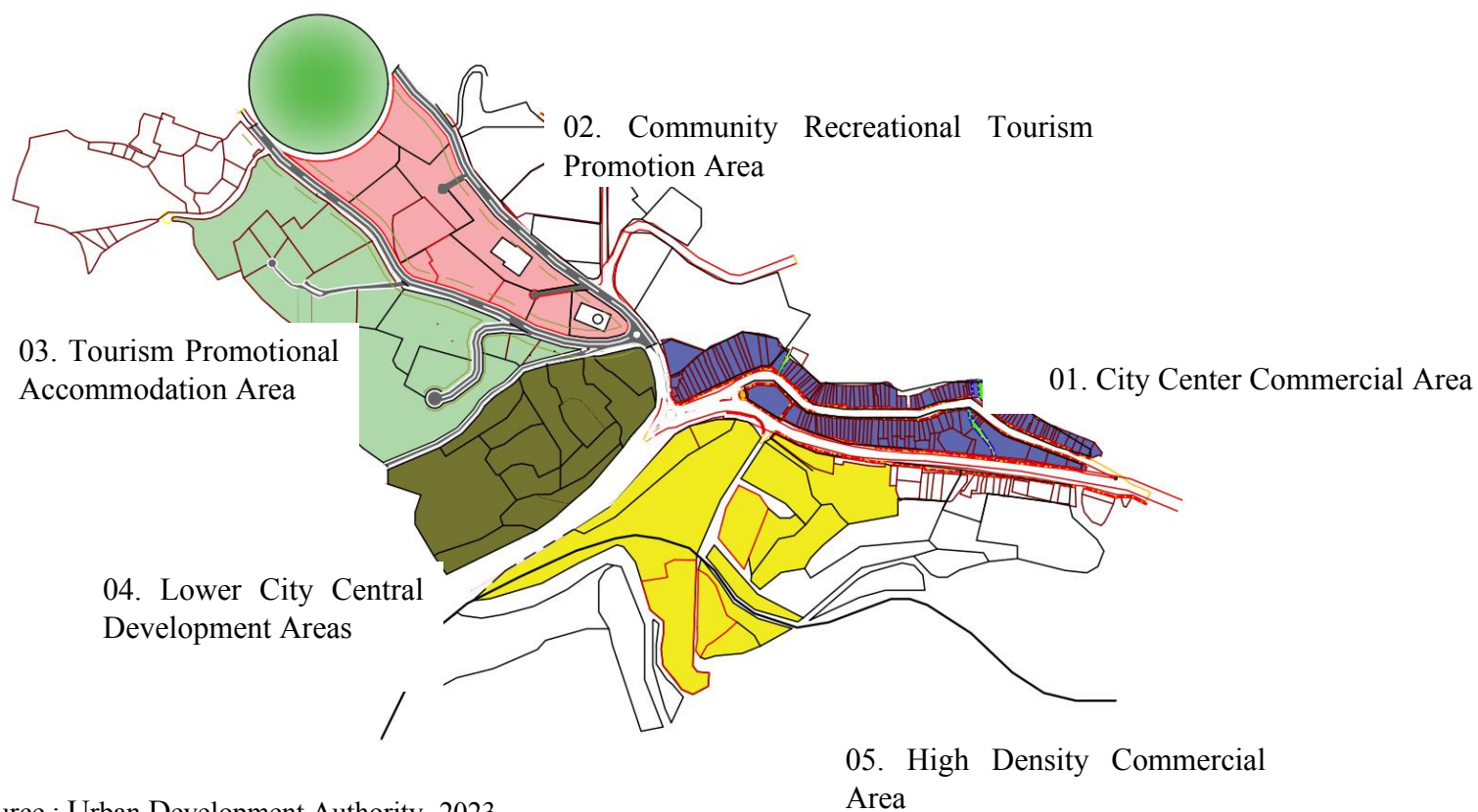
Table No. 8.5 : Development Guidelines

no.	Development guide planning area
i.	City Center Commercial Area
ii.	Community Recreational Tourism Promotion Area.
iii.	Tourism Promotional Accommodation Area.
iv.	Lower City Central Development Areas.
v.	High Density Commercial Area.

Source : Urban Development Authority, 2023

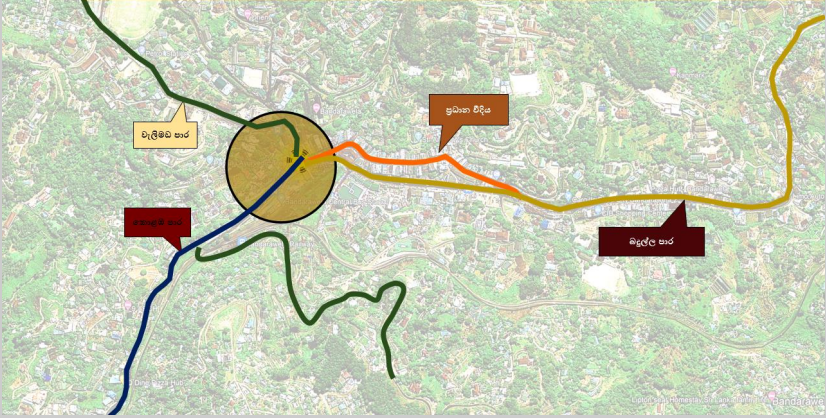
The boundaries for these Development Guide Planning Areas are set out in Annexure 2.


Map No. 8.1 : City Center Guideline Planning Area



Source : Urban Development Authority, 2023

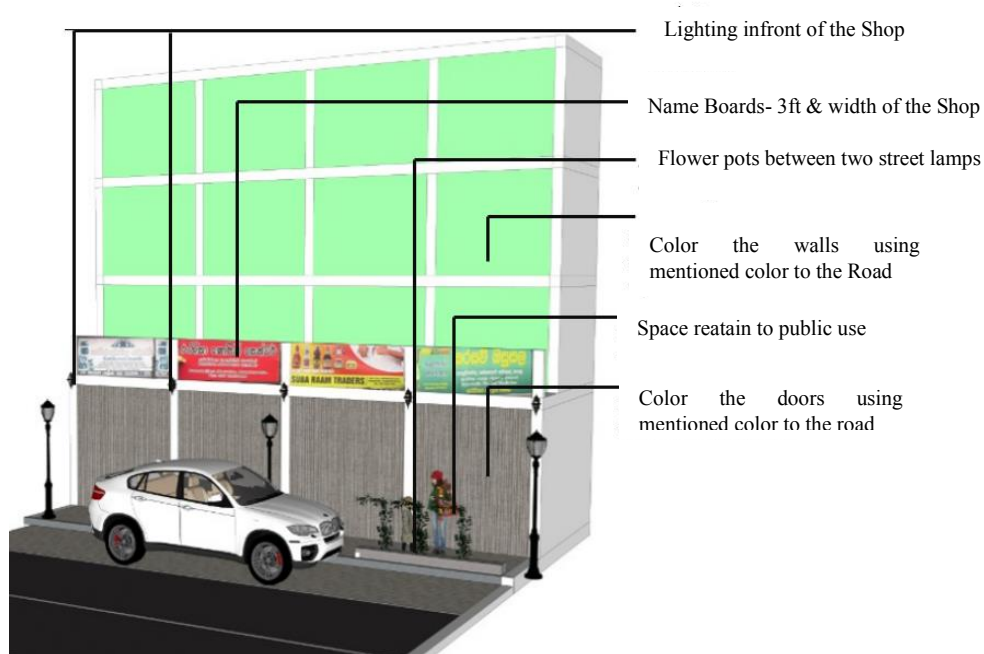
Table No. 8.6 : General Terms and Conditions of the City Center Guide planning Area

1	Development Activities	<p>i. Preliminary Planing Clearance need to be obtain prior to all construction, from the Urban Development Authority</p> <p>ii. The construction should start after submitting the construction plans in all these zones to the Urban Development Authority</p> <p>iii. Construction facing main streets (Badulla- Bandarawela Road, Main Street, Bandarawela - Welimada Road, Bandarawela - Colombo Road, Bandarawela - Poonagala Road) are recommended to use the following colours.</p> <ul style="list-style-type: none"> • Badulla - Bandarawela road • Main Street • Bandarawela - Welimada Road, • Bandarawela - Colombo route, • Bandarawela - Poonagala road <p>Picture 6.15: Standard colors to be used for major streets</p> 
2	Name Boards	<ul style="list-style-type: none"> • Maximum height 3 feet and shop width • Color – Can be colored as per the shop owner's requirement. • The installation is suitable in such a way that it coincides with the name boards of shops on both sides.
3	facade of the Shops	<ul style="list-style-type: none"> • The above guidelines are not applicable for shops with cladding. • The plants and flowers in front of the shops should be maintained. • Blind walls and unplastered walls should be plastered and painted. • Between every two lights poles should be decorated and

		<p>maintained with flower pots.</p> <ul style="list-style-type: none"> Recommended Plants – Roses, Hydrangeas, Salvias, Daisies, Cannas, Agathas
4	Roller doors and doors of the shops	The road facing shall be painted in the color mentioned for the road.
5	Roof	<p>Facades facing to the road can be covered with louvers or certain creeper plants</p> <p>Recommended plants- petunia, lipstick, Wolfie plants</p> <p>Color - </p>
6	Building line	No construction should be done beyond the building limit towards the road.
7	Landscape	<ul style="list-style-type: none"> Flower pots while carrying out decoration works should be kept in a manner that does not disturb the pedestrian circulation. Trees should be planted in concrete cylinders while planting.

Source : Urban Development Authority, 2023

Picture No. 8.1 : Usage of the **guidelines for shop fronts**





Source : Urban Development Authority, 2023

Picture No. 8.2 : Existing situation of the shop's front



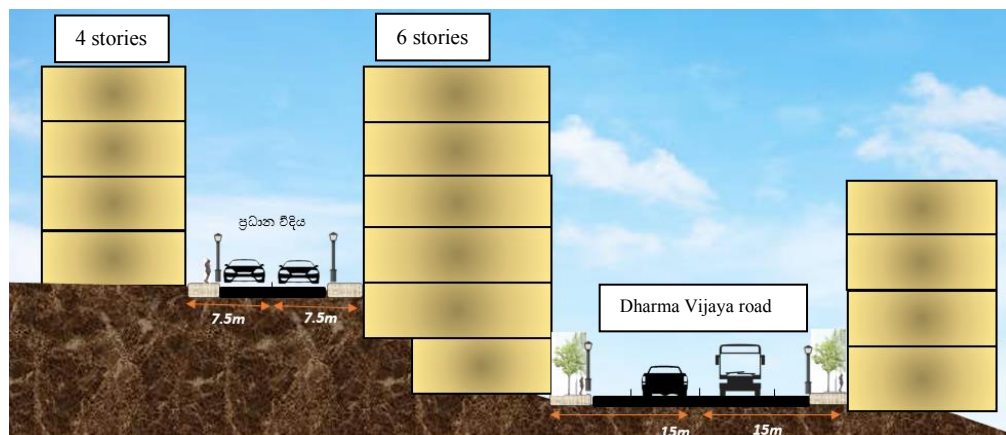
Source : Urban Development Authority, 2023

Table No. 8.7 : Guide Lines for the Commercial Are of the city center

1	Guide planning zone No.	1
2	Minimum plot size	i. Development activities are permitted Subject to maximum height restrictions for existing land plots (No. 05). ii. Re-subdivision of land plots extent below 500 square meters is not permitted. iii. The land extent above 500 square meters will be allowed for development based on the Zone Factor.
3	Road Frontage	Minimum 3 meters.
4	Vehicle Parking spaces	Applicable charges should be paid.
5	Building height	Main Street - Maximum 4 floors (12m) Dharma Wijaya Mawatha (Left Side) - Maximum 6 Floors (18m)
6	Plot Coverage	80%
7	Permitted uses	Commercial

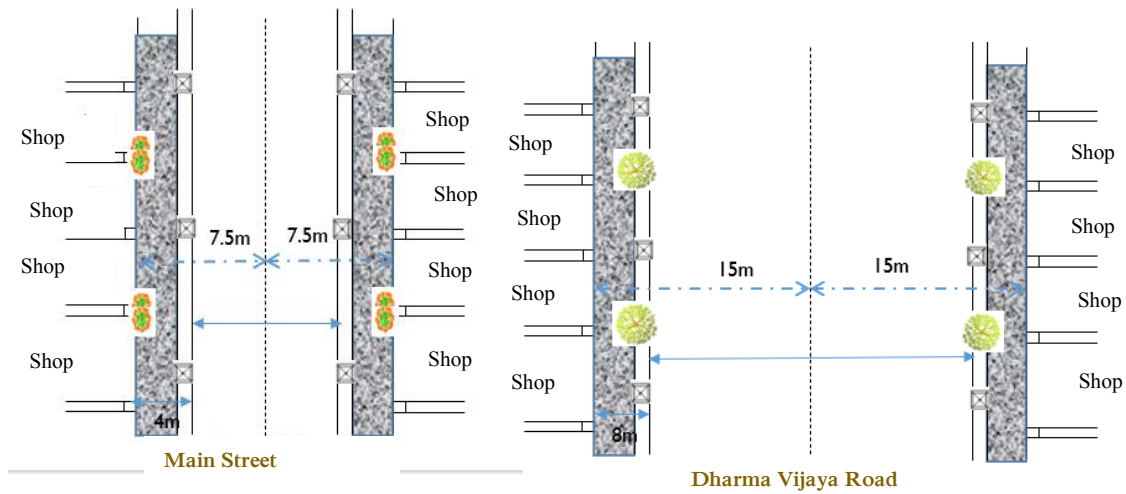
Source : Urban Development Authority, 2023

Picture No. 8.3 : Cross-section of city center shopping area



Source : Urban Development Authority, 2023

Picture No. 8.4: Landscape along the Main Street and maintain of the Building Line



Source : Urban Development Authority, 2023

Table No. 8.8 : Community Recreational and Tourism Promotion Area

1	Guide planning zone No.	2
2	Minimum plot size	250 Square meters
3	Road Frontage	Minimum 6 meters.
4	Vehicle Parking spaces	Provide within the site
5	Building height	Determine on the Zone Factor
6	Plot Coverage	70%
7	Permitted uses	i. Shopping centers. ii. Multi-storied commercial centers. iii. Institutions/ Institutional Complexes. iv. Development activities related to tourism industry- banquet halls, hotels, restaurants etc. v. Parks

Source : Urban Development Authority, 2023

Table No. 8.9 : Tourism Promotional Accommodation Area

1	Guide planning zone No.	3
2	Minimum plot size	250 Square meters
3	Road Frontage	Minimum 6 meters.
4	Vehicle Parking spaces	Provide within the site
5	Building height	Determine on the Zone Factor
6	Plot Coverage	70%
7	Permitted uses	i. Commercial centers ii. Development activities related to tourism industry- banquet halls, hotels, restaurants iii. Institutions iv. Residential v. Short Term Accommodation (Rooms)

Source : Urban Development Authority, 2023

Table No. 8.10 : City center Lower Central Development Areas

1	Guide planning zone No.	4
2	Minimum plot size	150 Square meters
3	Road Frontage	Minimum 6 meters.
4	Vehicle Parking spaces	Provide within the site
5	Building height	Maximum 4 Floors (G+3) Basements are approved in accordance with common Zoning guidelines No. 29.
6	Plot Coverage	70%

7	Permitted uses	i. Commercial centers ii. Development activities related to tourism industry-banquet halls, hotels, restaurants iv. Residential v. Short Term Accommodation (Rooms)
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Source : Urban Development Authority, 2023

Table No. 8.11 : High Density Commercial area

1	Guide planning zone No.	5
2	Minimum plot size	The Urban Development Authority has the authority to determine the minimum plot size for development projects that may result in the proposed development intensity in high density commercial areas.
3	Road Frontage	Minimum 6 meters.
4	Vehicle Parking spaces	Provide within the site
5	Building height	Determine based on the Zone Factor
6	Plot Coverage	70%
7	Permitted uses	i. Commercial centers ii. Multi-storied commercial centers iii. Institutions iv. Development activities related to tourism industry-banquet halls, hotels, restaurants v. Parks vi. Multi-storied residential

Source : Urban Development Authority, 2023

8.3 schedules

Schedules I – Form "A": Permissible Floor Area Ratio published by the Urban Development Authority under the Gazette No. 2235/54 dated 07/08/2021

Form "A"																
Land Extent (Square meters)	Zone Factor = 0.50 - 0.74				Zone Factor = 0.75-0.99				Zone Factor = 1.00-1.24				Zone Factor = 1.25-1.49			
	Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width			
	** 6 meters	9 meters	12 meters	15 meters and above	** 6 meters	9 meters	12 meters	15 meters and above	** 6 meters	9 meters	12 meters	15 meters and above	** 6 meters	9 meters	12 meters	15 meters and above
150 less than 250	0.8	0.9	0.9	0.9	1.3	1.3	1.4	1.4	1.6	1.7	1.8	1.9	2.0	2.2	2.3	2.4
250 less than 375	0.9	1.0	1.2	1.3	1.3	1.6	1.8	2.0	1.8	2.2	2.4	2.7	2.2	2.7	3.0	3.3
375 less than 500	0.9	1.0	1.2	1.4	1.3	1.6	1.9	2.1	1.9	2.2	2.5	2.8	2.3	2.8	3.2	3.4
500 less than 750	1.0	1.1	1.3	1.5	1.4	1.7	2.0	2.2	2.0	2.3	2.7	3.0	2.4	3.0	3.4	3.5
750 less than 1000	1.0	1.2	1.4	1.7	1.5	1.8	2.2	2.5	2.1	2.4	2.9	3.3	2.6	3.0	3.6	4.0
1000 less than 1500	1.1	1.3	1.5	1.8	1.6	1.9	2.3	2.7	2.2	2.5	3.0	3.6	2.7	3.1	3.8	4.5
1500 less than 2000	1.1	1.4	1.7	2.0	1.7	2.1	2.5	3.0	2.3	2.7	3.4	4.0	2.9	3.4	4.2	5.0
2000 less than 2500	1.2	1.5	1.8	2.1	1.8	2.3	2.7	3.1	2.4	2.8	3.5	4.2	3.0	3.5	4.4	5.4
2500 less than 3000	1.2	1.6	2.0	2.4	1.9	2.4	3.0	3.6	2.5	3.2	4.0	4.7	3.1	3.8	4.7	5.8

3000 less than 3500	1.3	1.7	2.1	2.5	2.0	2.5	3.1	3.7	2.6	3.4	4.2	5.0	3.2	4.0	5.0	6.2
3500 less than 4000	1.4	1.8	2.2	2.6	2.2	2.6	3.3	3.9	2.8	3.6	4.3	5.3	3.3	4.3	5.5	6.6
More than 4000	1.5	1.9	2.3	2.8	2.5	2.8	3.5	4.0	3.0	3.8	4.5	5.5	3.5	4.5	6.0	7.0
Land Extent (Square meters)	Zone Factor = 1.50 - 1.74				Zone Factor = 1.75-1.99				Zone Factor = 2.00-2.24				Zone Factor = 2.25-2.49			
	Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width			
	** 6 meters	9 meters	12 meters	15 meters and above	** 6 meters	9 meters	12 meters	15 meters and above	** 6 meters	9 meters	12 meters	15 meters and above	** 6 meters	9 meters	12 meters	15 meters and above
150 less than 250	2.4	2.6	2.7	2.8	2.8	3.0	3.2	3.3	3.0	3.4	3.6	3.8	3.0	3.4	3.6	4.0
250 less than 375	2.6	3.2	3.6	4.0	3.0	3.4	4.3	4.7	3.2	3.6	4.5	4.5	3.5	3.8	4.5	5.0
375 less than 500	2.7	3.3	3.8	4.2	3.2	3.5	4.5	5.0	3.4	3.7	4.8	5.2	3.6	4.5	4.7	5.5
500 less than 750	2.8	3.4	4.0	4.5	3.4	3.6	4.7	5.5	3.5	4.0	5.0	6.0	3.7	5.0	5.0	6.0
750 less than 1000	3.1	3.6	4.3	5.0	3.5	3.8	5.1	6.0	3.6	4.5	5.7	6.5	3.8	5.1	6.0	6.5
1000 less than 1500	3.2	3.8	4.6	5.5	3.6	4.0	5.4	6.5	3.7	5.0	6.1	8.0	3.9	5.3	6.5	8.5
1500 less than 2000	3.4	4.0	5.0	6.0	3.7	4.2	5.8	7.0	3.8	5.1	6.7	9.0	4.0	5.4	7.0	*10
2000 less than 2500	3.5	4.2	5.2	6.5	3.8	4.4	6.2	7.5	3.9	5.2	7.1	*10	4.0	5.5	7.5	*10.5

2500 less than 3000	3.6	4.4	5.5	7.0	3.9	4.6	6.5	8.0	4.0	5.3	7.4	*10.5	4.0	5.6	7.5	*11
3000 less than 3500	3.7	4.6	6.0	7.5	4.0	4.8	6.9	8.5	4.0	5.4	7.6	*11	4.0	5.7	8.0	*11.5
3500 less than 4000	3.8	4.8	6.3	7.7	4.0	5.0	7.3	9.0	4.0	5.5	7.8	*11.5	4.0	5.8	8.0	*12
More than 4000	4.0	5.0	6.5	8.0	4.0	5.2	7.5	9.5	4.0	5.6	8.0	*12	4.0	5.9	8.0	*UL

UL - Unlimited

Floor area allocated for parking facilities are not calculated for FAR.

Above Floor Area Ratio shall not be applicable for the Zones where number of floors or FAR indicated under the zoning regulations.

Above Permissible FAR may be restricted under the development plan based on the slope of the land.

Clearance shall be taken from the National Building Research Organization for the lands having slope more than 11 degrees

* FAR more or equal to 10.0 shall be permitted only for access roads having minimum 12 meters (from the center of the road). Building line, if not maximum FAR shall be limited to 9.0

** Minimum road width of 7 meters shall be considered for the roads identified as 7 meters wide in the particular Development plans

Schedule II - Form "B" Permissible Number of Floors for 3.0m. and 4.5m. wide roads published by the Urban Development Authority under the Gazette No. 2235/54 dated 07/08/2021

Form "B" Number of Floors for 3.0m. and 4.5m. wide roads						
Minimum Road Width	Minimum Frontage	Site plot Coverage*	Maximum Number of Floors			
			Zone Factor 0.5 - 0.74	Zone Factor 0.75 - 1.24	Zone Factor 1.25 - 3.49	Zone Factor 3.50 - 4.00
3.0 Meters	6 Meters	65%	1 (G)	2 (G+1)	3 (G+2)	3 (G+2)
4.5 Meters	6 Meters	65%	1 (G)	2 (G+1)	3 (G+2)	4 (G+3)
Number of floors are indicated including parking areas. Number of units allowed for each road shall not changed. * Where not plot coverage specified under the zoning regulations						

Schedule III – Form "E": . Setbacks and Open Spaces published by the Urban Development Authority under the Gazette No. 2235/54 dated 07/08/2021

Form "E": Setbacks and Open Spaces									
Building Height (m)	Minimum Site Frontage (m)	Plot Coverage*		Rear Space (m)		Side Space (m)		light Well for NLV	
		Non Residential	Residential	When no NLV is taking this end (m)	When NLV is taking this end (m)	When no NLV is taking this end (m)	When NLV is taking this end (m)	Minimum Width (m)	Minimum Area (Sq.m.)
Less than 7	6	80%**	65%	2.3 meters	2.3 meters	-	2.3 meters	2.3 meters.	5 Sq.m.
7 less than 15	6	65%	65%	3.0 meters	3.0 meters	-	3.0 meters	3.0 meters.	9 Sq.m.
15 less than 30	12	65%	65%	4.0 meters	4.0 meters	1.0 m. & 3.0m.	4.0 meters	4.0 meters.	16 Sq.m.
30 less than 50	20	65%	65%	4.0 meters	5.0 meters	3.0m. both side	5.0 meters	5.0 meters.	25 Sq.m.
50 less than 75	30	50%***	50%***	5.0 meters	6.0 meters	4.0m. both side	6.0 meters	6.0 meters.	36 Sq.m.
75 and more	More than 40	50%***	50%***	5.0 meters	6.0 meters	5.0m. both side	6.0 meters	6.0 meters.	****
NLV- natural light & Ventilation Building height – height between access road level to roof top or roof level (including parking floors) * Where no plot coverage specified under the zoning regulations. ** the entire development is for non-residential activities *** 65% plot coverage can be allowed only for the podium level not exceeding 205 of the tower height or 12 floors whichever is less. **** minimum area shall be increased by 1 Sq. m. for every additional 3 m. height.									

Schedule IV – Form "F ": Permitted uses for Development Zones

			Residential Zone (R)	mixed Development Zone(MD)	Tourism Zone (T)	Conservation Zone(Cn)
main Activity	No.	Sub Activity	R	MD	T	Cn
1. Residential	1	Residential	✓	✓	✓	x
	2	Condominium housing complexes	✓	✓	✓	x
	3	Housing complexes	✓	✓	x	x
	4	Housing projects	✓	✓	x	x
	5	Quarters/Staff Quarters	✓	x	x	x
	6	Service housing	✓	✓	✓	x
	7	Studio housing	✓	✓	✓	
	8	Dormitory	✓	✓	x	x
	9	Hostels	✓	✓	x	x
	10	Day care centers	✓	✓	x	x
	11	Ambulance Service Centers	✓	✓	✓	x
	12	Elderly homes	✓	x	x	x
	13	Children's homes	✓	x	x	x
	14	Disabled Rehabilitation Homes	✓	x	x	x
	15	Rehabilitation Homes/ Probation	✓	x	x	x
	16	Community halls	✓	✓	x	x
	17	Resorts/Tourist Bungalows/Home stay	✓	✓	✓	x
	18	guest houses	✓	✓	✓	

	19	Lodges	✓	✓	✓	
	20	Rest houses	✓	✓	✓	
	21	Retirement halls	✓	✓	✓	x
2. Health	1	Hospitals	x	✓	x	x
	2	Medical centers (with only one doctor)	✓	✓	✓	x
	3	Medical centers (with two or more doctors)	✓	✓	✓	x
	4	Sample collection centers	✓	✓	x	x
	5	Laboratories	x	✓	x	x
	6	Pharmacy	✓	✓	✓	x
	7	Veterinary clinics	✓	✓	x	x
	8	Veterinary Hospitals	✓	✓	x	x
	9	Quarantine centers	✓	x	x	x
	10	Pediatric and Maternal/Family Clinics	✓	✓	x	x
	11	Other medical institutions not falling under 1 to 10	x	✓	x	x
	12	Medical Consultancy Service Centres	x	✓	x	x
	13	Animal Care Centre	✓	x	x	x
3. Office & Institution	1	Offices	✓	✓	x	x
	2	Professional offices	x	✓	x	x
	3	Office Complex (over 5000 square meters)	x	✓	x	x
	4	Banks/Insurance Financial Institutions	x	✓	x	x
	5	Other office and institutes not covered 1 to 4	✓	✓	✓	x
Commercial	1	Shopping malls	✓	✓	✓	x

2	Retail shops	✓	✓	✓	x
3	Wholesale market	x	✓	x	x
4	Department Stores Supermarkets	✓	✓	x	x
5	Open market	x	✓	x	x
6	Showrooms	x	✓	x	x
7	Restaurants/ Take Away	✓	✓	✓	x
8	Restaurants	✓	✓	✓	x
9	Reception halls	x	✓	✓	x
10	Star class hotels	✓	✓	✓	x
11	Hotels	✓	✓	✓	
12	City hotels	x	✓	✓	
13	Clubs	x	✓	✓	
14	Motel	x	✓	✓	
15	Cabana Hotels	✓	✓	✓	
16	Broadcasting stations	x	✓	x	
17	Studios (Non-Broadcasting)	x	✓	x	
18	Beauty Centers / Barber Shops	✓	✓	✓	
19	Customer Service Centers	✓	✓	✓	
20	SPA	x	✓	✓	
21	Tailor shops	✓	✓	✓	
22	Funeral parlors	x	✓	x	
23	Flower shops	x	✓	x	
24	Laundries/Clothes Cleaning Centres	✓	✓	✓	
25	Hardware/ Building Material Sales centers	✓	✓	x	

	26	Liquor stores	✓	✓	✓	
	27	Auto parts centers	x	✓	x	
	28	Market				
	29	Taxi Service Centers	x	✓	x	
	30	Auto Service Centers	x	✓	x	
		Bicycle / Three wheeler	✓	✓	✓	
		Light vehicles	✓	✓	x	
		heavy vehicles	x	✓	x	
	31	Garage	✓	✓	x	
	32	fuel stations	x	✓	x	
5. Educational	33	Smoke testing stations	x	✓	x	
	34	Betting Centers	x	✓	✓	
	35	Bus terminals	x	✓	x	
	1	Preschools / Early Childhood Development Centers /kinder garten	✓	✓	x	
	2	Primary schools	✓	✓	x	
	3	Secondary schools	✓	✓	x	
	4	Tertiary schools	✓	✓	x	
	5	Private Schools / International Schools	✓	✓	x	x
	6	Higher Education Centers (Campus)	✓	✓	x	x
	7	Public / Private Universities	✓	✓	x	x
	8	Technical Colleges / Vocational Training Centers / Training Centres	✓	✓	x	x
	9	Private tution classes- less than 50 square meters	✓	✓	x	x

	10	Private Tuition - Between 50 sq m and 500 sq m	✓	✓	x	x
	11	More than 500 square meters of private tuition	x	✓	x	x
	12	Art Institutes/ Theater Institutes	✓	✓	x	x
	13	Other educational institutions	✓	✓	x	x
	14	Research and Development Centres	✓	✓	x	x
6. සමාජ හා ආගමික (Social & Religious)	1	Religious places	✓	✓	x	x
	2	Religious Education Centers	✓	✓	x	x
	3	Museum	x	✓	✓	x
	4	Social and cultural centers	✓	✓	✓	x
	5	Cemeteries / Crematoria	x	✓	x	x
	6	Community Development Centres	✓	x	x	x
	7	Auditorium	✓	✓	✓	x
	8	Conference halls	x	✓	x	x
7. Industrial	1	Vehicle Assembly/Repair Centres	x	✓	x	x
	2	Warehouses for distribution purposes		✓		x
	3	Stores/warehouses		✓		x
	4	Service industries	✓	✓	✓	x
	5	Domestic industries	✓	✓	x	x
	6	Packaging Industries		✓	x	x
	7	Recycling industries	x	✓	x	x
	8	Value-Adding Industries	✓	✓	x	x

	9	Scrap collection centers		<input type="checkbox"/>		x
	10	Bakery products wood fired ovens	x	✓	x	x
	11	Bakery Products Electric	x	✓	x	x
	12	Concrete related manufacturing industries	x	✓	x	x
	13	Tile and brick industries	x	x	x	x
	14	Industries related to wood products	x	✓	x	x
	15	Mills	✓	✓	x	x
						x
	16	Lathes, welding shops	x	✓	x	x
	17	Other non-polluting industries (as defined by Central Environment Authority)	x	x	x	x
	18	Polluting Other Industries (as defined by Central Environment Authority)	x	x	x	x
8. Leisure	1	Indoor Stadiums	✓	✓	✓	x
	2	Open theaters	✓	✓	✓	x
	3	Libraries	✓	✓	✓	x
	4	Gym	✓	✓	✓	x
	5	Children's parks	✓	✓	x	x
	6	Open ground	✓	✓	✓	x
	7	Cinemas	x	✓	✓	x
	8	Swimming pools	x	✓	✓	x
	9	parks	✓	✓	✓	x
	10	Recreational park parks	✓	✓	✓	x
කෘෂිකර්මක හා විවර්ධන ක්ෂේත්‍රය	1	Boat jetty/ ferry accommodation	x	x	x	x

	2	Berths	x	x	x	x
	3	Fishing piers	x	x	x	x
	4	Madel with construction	x	x	x	x
	5	the husk	x	x	x	x
	6	Animal and crop farms	✓	x	x	x
	7	Agricultural products collection centres	✓	✓	x	x
	8	Animal and Seed Breeding Centres	✓	x	x	x
	9	Greenhouse	✓	✓	x	x
10. Other	1	Roof antenna towers	x	✓	x	x
	2	Antenna towers	x	✓	x	x
	3	Communication towers	x	✓	x	x
	4	Car parks	x	✓	✓	x
	5	Electricity substations	x	x	x	x
	6	Sand Mining/Mineral Mining/Washing	x	x	x	x
	7	quarry	x	x	x	x
	8	Soil cutting / clay cutting	x	x	x	x
	9	Sanitary buildings	x	✓	✓	x
	10	A.T.M centers	✓	✓	✓	x
	11	Electric charging stations	✓	✓	✓	x
	12	Compost facility/waste recycling centres	x	x	x	x
x	Non Permitted					
✓	Permitted					

Schedule IV – Form "G ": Minimum Land Extent for Permitted uses

Form "G ": Minimum Land Extent for Permitted uses			
Main Activity	No.	Sub Activity	Minimum land extent (Sq.m.)
නේවාසික (Residential)	1	Dwelling Houses/ Dwelling Units	150
	2	Condominium apartment complexes	
	3	Apartment Complexes	
	4	Housing Projects	
	5	Quarters/Staff accomadation	150
	6	Service apartments	150
	7	Studio apartments	150
	8	Dormitory	
	9	Hostels	
	10	Daycare centers	250
	11	Ambulance sservice center	500
	12	Elder's home	500
	13	Children's home	500
	14	Disabled rehabilitation center	500
	15	Rehabilitation centers/ Probation	1000
	16	Community hall	500
	17	Resorts/Tourist Bungalows /Home stay	250
	18	Guest houses	250
	19	Lodge	250
	20	Rest house	250
	21	විශ්‍රාම ශාලා	250
සෞඛ්‍ය (Health)	1	Hospitals	1000
	2	Medical centers (with only one doctor)	150

	3	Medical centers (with two or more doctors)	250
	4	Sample collection centers	150
	5	Laboratories	150
	6	Pharmacy	150
	7	Veterinary clinics	150
	8	Veterinary Hospitals	500
	9	Quarantine centers	500
	10	Pediatric and Maternal/Family Clinics	250
	11	Other medical institutions	250
	12	Medical Consultancy Service Centres	500
	13	Animal care Centre	500
කාර්යාල සහ ආයතනික (Office & Institution)	1	Offices	150
	2	Professional offices	150
	3	Office Complex (over 5000 square meters)	1000
	4	Banks/Insurance Financial Institutions	150
	5	Other	
වෙළෙඳ (Commercial and services)	1	Shopping malls	500
	2	Retail shops	150
	3	Wholesale markets	250
	4	Department Stores/Super Markets	500
	5	Open Market	150
	6	Showrooms	500
	7	Restaurants/ Take Away	150
	8	Restaurants	250
	9	Reception halls	1000
	10	Star class hotels	2000

	11	Hotels	500
	12	City hotel	250
	13	Clubs	500
	14	Motel	250
	15	Cabana Hotels	500
	16	Broadcasting Studios	500
	17	Studios (Non-Broadcasting)	150
	18	Beauty Centers / Barber Shops	150
	19	Customer Service Centers	150
	20	SPA	150
	21	Tailor shops	150
	22	Funeral Parlor	500
	23	Flower shops	150
	24	Laundries/Clothes Cleaning Centres	150
	25	Hardware/ Building Material Sales Stores	250
	26	Liquor stores	150
	27	Auto parts stores	150
	28	Taxi Service Centers	250
	29	Auto Service Centers Bicycle / Three wheeler Light vehicles heavy vehicles	375 500 1000
	30	Garage	1000
	31	Fuel stations	1000
	32	Smoke testing stations	1000

	33	Betting Centers	150
	34	Bus Terminal	1000
Educational	1	Preschools / Early Childhood Development Centers/kinder garten	500
	2	Primary schools	-
	3	Secondary schools	-
	4	Tertiary schools	-
	5	Private Schools / International Schools	-
	6	Higher Education Centers (Campus)	3000
	7	Public / Private Universities	4000
	8	Technical Colleges / Vocational Training Centers / Training Centres	1000
	9	Private tuition classes- less than 50 square meters	150
	10	Private Tuition - Between 50 sq m and 500 sq m	500
	11	More than 500 square meters of private tuition	1000
	12	Art Institutes/ Theater Institutes	1000
	13	Other educational institutions	250
	14	Research and Development Centres	250
Social & Religious	1	Religious places	500
	2	Religious Education Centers	500
	3	Museum	250
	4	Social and cultural centers	500
	5	Cemeteries / Crematoria	
	6	Community Development Centres	150
	7	Auditorium	500
	8	Conference halls	1000

Industrial	1	Vehicle Assembly/Repair Centres	500
	2	Warehouses for distribution purposes	500
	3	Stores/warehouses	1000
	4	Service industries	1000
	5	Domestic industries	250
	6	Packaging Industries	500
	7	Recycling industries	1000
	8	Value-Adding Industries	1000
	9	Scrap collection centers	1000
	10	Bakery products wood fired ovens	500
	11	Bakery Products Electric	250
	12	Concrete related manufacturing industries	500
	13	Tile and brick industries	1000
	14	Industries related to wood products	500
	15	Mills	250
	16	Lathes, welding shops	500
	17	Other non-polluting industries (as defined by Central Environment Authority)	500
	18	Polluting Other Industries (as defined by Central Environment Authority)	1000
Leisure	1	Indoor Stadiums	1000
	2	Open theaters	1000
	3	Libraries	250
	4	Gym	150
	5	Children's parks	500
	6	Open grounds	1000
	7	Cinemas	500

	8	Swimming pools	250
	9	Parks	-
	10	Amusement parks	-
කෘෂිකාර්මික හා ධීවර කර්මාන්තය	1	Boat jetty/ ferry accommodation	-
	2	Berths	-
	3	Fishing piers	-
	4	Madel with construction	-
	5	Lellama	-
	6	Animal and crop farms	2000
	7	Agricultural products collection centres	500
	8	Animal and Seed Breeding Centres	1000
	9	Greenhouse	150
වෙනත් (Other)	1	Roof antenna towers	
	2	Antenna towers	250
	3	Communication towers	
	4	Car parks	250
	5	Electricity substations	
	6	Sand Mining/Mineral Mining/Washing	
	7	quarries	
	8	Soil cutting / clay cutting	
	9	Sanitary buildings	
	10	A.T.M centers	
	11	Electric charging stations	
	12	Compost facility/waste recycling centres	2000

Chapter Nine

Proposed Road Widths, Building lines and Reservations

Table No. 9.1 The Road Processed road widths and building lines

No	Road name	Grade	Proposed road width (m.)	building line (center of the road) (m.)
1.	Badulla Beragala - Haliela Road (infront of the bus stand)	A16	15	15
2.	North Kabillawela Bindunuwewa road	C	9	15
3.	Tanthiriya-Heiloya-Ella road	C	9	15
4.	St. Thomas Junction - Goradiawela - Panangala Road	C	9	15
5.	Ellatota - Nayabedda road	C	9	15
6.	Bindnuwewa - Badalugasthanna - Attalapitiya road	C	9	15
7.	Dikulpatha – Kirioruwa Road	C	9	15
8.	Price Road	D	6	4.5
9.	Dharmapala Mawatha Housing Project Road (Vishaka Road)	D	9	6
10.	Perera Mawatha	D	9	6
11.	Seewali Road	D	9	10
12.	Pihillegedara Mawatha	D	9	10
13.	Reservoir Road	D	9	10
14.	Hospital Road - Harpathgamuwa	D	9	10
15.	Aspalanda Road	D	9	10
16.	Rahula Vidyalaya Mawatha	D	6	4.5

17.	Templa Road			
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1.1 Roads which apply building Lines

Under the Urban Development Plan, building lines have been introduced considering future development requirements for existing roads in addition to roads identified to be developed on priority basis. Accordingly, building lines apply roads are as follows,

Table No. 9.2 : Building Lines

No.	Name of the Road	Grade	Existing Width (m.)	Building Line (m.)
1	Beragala – Haliela Road	A	9	15
2	Police Station Road	B	9	15
3	Bandarawela Alternative Road (Dharmawijaya Mawatha)	A	9	15
4	Poonagala Road	B	9	15
5	Atampitiya Road	B	9	15
6	Welimada road	B	9	15
7	Badulla Beragala - Haliela Road (Infront of bus stand)	A	15	15
8	North Kabillawela Bindunuwewa Road	C	9	15
9	Tanthiriya-Heiloya-Ella road	C	9	15
10	St. Thomas Junction - Goradiawela - Panangala Road	C	9	15
11	Ellathota – Nayabedda Road	C	9	15
12	Bindunuwewa - Badulugasthenna - Attalapitiya road	C	9	15
13	Park Road- From Filling Station to Atampitiya Road	D	7.5	6
14	Park Road- Filling Station to Post Office	D	10.0	10

15	Senanayake Road	D	7.5	6
16	Bandaranayake Mawatha	D	7.5	6
17	Dharmapala Mawatha Housing scheme Road- From Vishaka School to Road Development Authority	D	7.5	7.5
18	Dharmapala mawatha First lane	D	4.5	6
19	Suramyagama Road	D	4.5	6
20	Winfld 1st Lane	D	7.5	6
21	Suramyagama First Lane	D	4.5	6
22	Suramyagama Second Lane	D	4.5	6
23	Rest house Road	D	7.5	7.5
24	Winfld Road	D	7.5	7.5
25	Rashintha Wimalasena	D	4.5	6
26	Bhadrakali Amman First Lane	D	4.5	6
27	Mount Pleasant Road	D	4.5	6
28	Nazarath Road	D	6.0	6
29	Senanayake First Lane	D	4.5	6
30	Senanayake Second Lane	D	4.5	6
31	Park Road First Lane	D	4.5	6
32	Park Road Second Lane	D	3	4.5
33	Park Road 3rd Lane	D	4.5	6
34	Cemetery Road	D	4.5	6
35	Welimada Road Housing scheme Road	D	4.5	6
36	Housing scheme Road - Across Cemetery	D	4.5	6
37	Housing scheme Road First Lane - Towards Cemetery	D	4.5	6
38	Housing scheme Road Second Lane	D	4.5	6
39	Warakarodawatta Road	D	4.5	6
40	Warakarodawatta Road First Lane	D	4.5	6
41	Warakarodawatta Road Second	D	4.5	6

	Lane			
42	Warakarodawatta Road Third Lane	D	4.5	6
43	Perera Mawatha	D	4.5	6
44	Manawadu Mawatha	D	4.5	6
45	Archimades International School Mawatha	D	4.5	6
46	Policekanda Road	D	4.5	6
47	police Station Road	D	6	7.5
48	Policekanda Road First Lane	D	4.5	6
49	Ambathennawatta Road	D	6	7.5
50	Ambathannawatta First Lane	D	4.5	6
51	Ambathannawatta Second Lane	D	4.5	6
52	Ambathannawatta Third Lane	D	4.5	6
53	Ambathennawatta Fourth Lane	D	4.5	6
54	Ambathennawatta Fifth Lane	D	4.5	6
55	Ambathennawatta second entrance	D	4.5	6
56	Temple Road	D	6	7.5
57	Temple Road Second Lane	D	4.5	6
58	Reservoir Road	D	7.5	7.5
59	Pissawela Pathana	D	6	7.5
60	Poonagala Road House Plans 1	D	4.5	6
61	Poonagala Road House Plans 2	D	4.5	6
62	Poonagala Road House Plans 3	D	4.5	6
63	Poonagala Road Housing Plans 4	D	4.5	6
64	Sarvodaya Mawatha	D	4.5	6
65	Haputale Road Second Lane	D	4.5	6
66	Reservoir Road First Lane	D	4.5	6
67	Reservoir Road Second Lane	D	4.5	6
68	Inikambedda First Lane	D	6	6

69	Inikamedda Temple Road	D	6	6
70	Inikamedda Dadugolla Road	D	6	6
71	Thepelkanda Road	D	4.5	6
72	Viduhapathana Road	D	4.5	6
73	Badulla Road First Lane	D	4.5	6
74	Badulla Road Second Lane	D	4.5	6
75	Badulla Road Third Lane	D	4.5	6
76	Pussella Kumbura Road	D	4.5	6
77	Atampitiya Road First Lane	D	4.5	6
78	Welimada Road House Plans	D	4.5	6
79	Brookside Mawatha	D	4.5	6
80	Pitawattapathana Road	D	4.5	4.5
81	Haputale Road Second Lane	D	3	4.5
82	Ellathota Pirivena Junction Road	D	4.5	4.5
83	Ambagahakumbura Sub Road	D	4.5	4.5
84	Inikamedda Road	D	4.5	4.5
85	Reservoir Road	D	4.5	4.5
86	Pahala Ambegoda Road (Kosgolla Road)	D	4.5	6
87	Sirimalwatta Road	D	4.5	6
88	Kosgolla Road	D	4.5	6
89	Gaswatta Road	D	4.5	6
90	gaswatta - Galhitiawa	D	4.5	6
91	Ettalapitiya Cemetery Road	D	3	4.5
92	Dehigasella Helamuduna Road	D	3	4.5
93	Dehigasella School Road	D	3	4.5
94	Amunodowa - Heiloya house	D	3	4.5
95	Amunodowa Mahakumbura Road	D	3	4.5

96	Navodya Mawatha	D	4.5	6
97	Community Hall Road	D	4.5	6
98	Grama Sanwardena Road	D	4.5	6
99	Heraliagaskumbura Road	D	3	4.5
100	Kurundugolla Temple Road	D	4.5	6
101	Watagoda Road	D	3	4.5
102	Saranatissa Road	D	4.5	6
103	Gannilayaya Road	D	3	4.5
104	Kurundugolla Road via Bakkarawatta	D	3	4.5
105	Kurundugolla Circular Road	D	3	4.5
106	Kurundugalle Circular Road Bypass Road	D	3	4.5
107	Cemetery Road	D	4.5	6
108	Bypass Road from Sri Baginda Mawatha	D	3	4.5
109	Uduhulpotha - North Cabillawela	D	3	4.5
110	Tanthiriya North Kebillawela	D	3	4.5
111	Hospital Road	D	4.5	6
112	Diyabibila Parakum Mawatha	D	3	4.5
113	Hospital Road - Hapathgamuwa Road	D	3	4.5
114	Diyabibila First lane	D	3	4.5
115	Diyabibila Second Lane	D	3	4.5
116	Diyabibila Third Lane	D	3	4.5
117	Sri Sumangala Road Bypass	D	3	4.5
118	Welimada Road - Short Road	D	3	4.5
119	St. Thomas School Bypass	D	3	4.5
120	Vavathenna Gaswatta Bypass	D	3	4.5

121	Welimada road sub road up to 2 mile post	D	3	4.5
122	Vavethanna - Welimada Road	D	3	4.5
123	New Amunodowa Road	D	3	4.5
124	Dambagaskatiya Road	D	3	4.5
125	Gedioroda paddy Store Road	D	3	4.5
126	Eranawela Road	D	3	4.5
127	Bandaranayaka mawatha	D	3	4.5
128	Springwatte Road	D	3	4.5
129	Pragathi mawatha	D	3	4.5
130	Kahatagaha Arava Road	D	3	4.5
131	Holiday Homes - Verapitiya House	D	3	4.5
132	Galahitiya Road	D	3	4.5
133	Amgahawatta Road	D	3	4.5
134	Mudiyanse Mawatha	D	3	4.5
135	Araliya Road	D	3	4.5
136	Senanayake Street First Lane	D	3	3

9.3 Building lines for other Roads

- i. Other Public Roads maintained by the Bandarawela Municipal Council and not mentioned in Table No. 9.2 –

Road Width 4.5m - Building line 4.5 meters

Road Width 3m - Building line 3 meters

- ii. Private Roads - 1.5 meters from the boundary
- iii. For Stairs - 1 meter from boundary

9.3 River and canal Reservations

No.	River/Canal/Oya	Reservation from canal bank (Meters)
1	For all Canals	2 m. From canal bank
2	For all active Drains	2m. From Drain

In relation to the above reservations, the distances declared by the Department of Irrigation, Central Environment Authority, Mahaweli Authority, Department of Agricultural Services and the local government body should be kept as reservations declared by the said body in cases where the distances are more than the reservations mentioned herewith.

Annexure 1 – Zoning Boundaries

1. Mixed Development Zone**North:**

Starting from the center point of the road of infront of the Helamuduna 2/7 km culvert, Atampitiya Road, towards west going along the bypass road of Atampitiya-Attalapitiya road until it meets the center point of Attalapitiya road at North Latitude 6050'33.04" and East Longitude 80059'4.09" point No. (2), and from that point towards North direction along the Attalapitiya road until it meets the point No. (3) of North latitude 6050'35.78" and east longitude 80059'4.68" and from that point towards East along the center line of the Pussellakumbura road situated bodering to current Bandarawela Pradeshiya Sabha premises until it meets the turning point No. (4) North Latitude 6050'36.99" and East Longitude 80059'10.47" and from that point towards south direction along the center line of the same road until it meets the point No. (5) North Latitude 6050'32.45" and East Longitude 80059'11.04" and from that point towards east direction along the center line of the same road until it meets the point No. (6) North Latitude 6050'32.45" and East Longitude 80059'11.04" and from that point towards the North East along the line drawn perpendicular to the same road until it meets the point No. (7) North Latitude 6050'34.25" and East Longitude 80059'12.77" and from that point going until it meets the point No. (8) North Latitude 6050'34.24" and East Longitude 80059'13.73" and until it meets the point No. (9) North Latitude 6050'33.87" and Longitude 80059'14.94" and from that point towards East along a line drawn southeast perpendicularly to the turning center point of Visakha Mawatha until it meets the point no (10) North Latitude 6050'36.05" and East Longitude 80059'21.46" and from that point towards South East, South, South West direction along the center point of the road to Visakha Mawatha/Eranwela until it meets the point No. (11) North Latitude 6050 '30.03" and East Longitude 80059'24.67" and from that point towatds south direction along the center line of Visakha Mawatha until it meets the point No. (12) to North Latitude 6050'25.99" and from that point towards South West along Visakha Mawatha until it meets the point No.(13) North latitude 6050'19.39" East Longitude 80059'20.94"and from that point towards East, South, Easte, South, East and North-East direction along the center line of the 3 mile road until it meets the center line of

the northern KEBillawela junction and Again, going along until it meets the point No. (14) North Latitude 6050'5.18" and East Longitude 80059'35.76" and from that point towards North East along the center line of the 3 mile road until it meets the point No. (15) North Latitude 6050'20.00" and East longitude 8100'8.99" and from that point towards North along the center line of the 3 mile road and towards North along the Maha Oya center line until it meets the point No. (16) of the center line of the Maha Oya North Latitude 6050'23.56" and East Longitude 8100'3.67" and from that point towards North-East along the eastern boundary of the parcel of land up to the Farm Mawatha By-pass road and towards the North-East along the center line of the Farm Mawatha By-road until it meets the point No. (17) to North Latitude 6050'24.15" and East Longitude 810.0'5.48", and from that point towards North-East going along until it meets the point No. (18) the midpoint of the Badalugasthanna road which is North Latitude 6050'26.84" and East Longitude 8100'7.17" and from that point towards North East and East direction along the center line of the B51 Kogununwewa - Badalugasthanna road until it meets the point No. (19) North Latitude 6050'29.83" and East Longitude 8100'16.26" to the point where it meets the eastern boundary of the zone, which is the center point of the A16 road intersecting the center line of the Badulugasthanna road,

East:

From the last mentioned point towards South-West direction (A16) along the center line of the Beragala - Haliela road until it meets the point No. (20) at North Latitude 6050'28.66" and East Longitude 8100'15.45" and from that point towards South-East along the center line of Mihindu Mawatha until it meets the point No. (21) which is North Latitude 6050'17.97" and East Longitude 8100'25.12" of Heiloya Road and from that point towards South, South West, South along the center line of Heiloya Road, and along the eastern boundary of the municipal jurisdiction declared under the Gazette No. 1836 on 13.11.2013 until it meets the current Bandarawela Madhya Maha Vidyalaya boundary point No. (22) North Latitude 6049'48.69" and East Longitude 8100'13.39", and southern boundary of the mixed development zone.

South:

From the last mentioned point No. (22) towards South-West along the center line of the footpath until it meets the railway line, point No. (23) North Latitude 6049'47.29" and East Longitude 8100'12.39" and from that point towards South-West, West, South-West, West direction along the center line of the railway line until it meets the point No. (24) North Latitude 6049'39.95" and East Longitude 80059'37.80" and along the steps of Post Hill Road until it meets the point No. (25) North Latitude 6049'38.90" and East Longitude 80059 '37.64" and from that point towards West along the center line of the Pathakanda road until it meets the point No. (26) North Latitude 6049'38.92" and East Longitude 80059'36.84" and from that point towards South along the Pathakanda Footpath until it meets the point No. (27) North Latitude 6049'38.19" and East Longitude 80059'36.61" and go along until it meets the point No. (28) North Latitude 6049'37.51" and East Longitude 80059'36.26" and from that point again towards West, South-West direction along the center line of the Thepelkanda road until it meets the point No. (29) North Latitude 6049 '32.62" and east longitude 80059'33.31" to meet the center point of Poonagala Road, and from that point towards West, North, West, Southwest, West direction along the center line of the Poonagala Road until it meets the point No. (30) North Latitude 6049'43.21" and East Longitude 80059 '12.84" to the mid-point of the railway line and from that point again, along the center line of the Poonagala Road until it meets the (A16) Beragala-Haliela Road point No. (31) at North Latitude 6049'45.48" and East Longitude 80059'15.04" and from that point towards South-West, South, East, South-East, South along the center line of Beragala-Haliela road until it meets the Allathota Junction No. (32) at North Latitude 6049'11.69" and East Longitude 80059'10.54" to the western boundary of the mixed development zone.

West:

From the last mentioned point towards North direction along the center point of the bridge at Allathota Junction, and along Allathota Oya until it meets the point No. (33) North Latitude 6049'16.19" and East Longitude 80059'6.71" and from that point towards North-East, West, North direction along the center line of the second cross street of Ambathanna Watta until it meets the point No. (34) North Latitude 6049'21.21" and East Longitude

80059'4.20" in front of the present Mangadu Amman temple premises and towards North along the center line of the same road until it meets the point No. (35) North Latitude 6049'33.68" and East Longitude 80059'5.02" and from that point along the center line of Ambathanna Watta Road until it meets the point No. (36) North Latitude 6049'37.25" and East Longitude 80059'7.16" and from that point towards North, Northwest, North, South-West along the center line of the First Cross Street road until it meets the point No. (37) North Latitude 6049'41.54" and East Longitude 80059'4.28", and from that point along the southern boundary of the land portion in the west along the line drawn perpendicular to Police Hill Road until it meets the point No. (38) North Latitude 6049 '41.79" and East Longitude 80059'3.65" and from that point towards the North-West-South-West along the center line of the same road until it meets the No. (39) North Latitude 6049'42.62" and East Longitude 80059'2.00" and from that point towards North along the center line of Kandare until it meets the point No. (40) north latitude 6049'44.85" and east longitude 80059'2.53" and from that point towards the north-west along the boundaries of the parcels to the midpoint of Perera Mawatha (in front of the Holy Convent) until it meets the point No. (41)) North Latitude 6049'47.06" and East Longitude 80058'59.94" and from that point towards north-east North direction along the line drawn perpendicularly, along the center point of Perera Mawatha until it meets the No. (42) North Latitude 6049'56.75" and East Longitude 80059 '1.82" and from that point towards West going along until it meets the center point of the Co-operative intersection and from that point towards South -West along the center line of Price Road until it meets the point No. (43) North Latitude 6049'48.72" and East Longitude 80059'52.88" the western boundary of the Bandarawela Municipal Council and from that point towards North along boundary of the Minucipal Council and until it meets the center line of the Kahatthewela road point No. (44)) North Latitude 6050'1.24" and East Longitude 80058'47.18", and from that point towards North along the center line of the Kahatthewela road to Kahatthewela Sri Subodarama front Bandarawela-Welimada (B44) and from that point along the center line of the main road until it meets the point No. (45) North Latitude 6050'16.20" and East Longitude 80058'50.31" and from that point towards West along the center line of the B44 main road until it meets the Kahatthewela Junction point No. (46) North Latitude 6050.16.99" and East Longitude 80058'48.85" and from that point towards North along the center line of the St. Thomas Goradiawela road until it meets the point No. (47) North Latitude 6050'20.37" and East

Longitude 80058'49.59" and from that point North-West along the center line of Nihada Mawatha, until it meets the point No. (48) North Latitude 6050'31.72" and East Longitude 80058'45.88" i.e. in front of the present Municipal Waste Yard and from that point towards North along the western boundary of the Waste Yard until it meets the point No. (49) North Latitude 6050'34.85" and East Longitude 80058'47.05" and from that point towards East along the center line of the St. Thomas Lower Road until it meets the point No. (50) North Latitude 6050'34.20" East Longitude 80058'53.03" and from that point towards East along the St. Thomas lower road until it meets the point No. (51) North Latitude 6°50'37.28"" and East Longitude 80°58'53.87" and from that point towards South- East along the center line of the St. Thomas lower road and thence South-East along the center line of the said road until it meets the point where St. Thomas Road intersection point No. (51) North Latitude 6050'36.45" and East Longitude 80058'52.48" and from that point towards the South-East along the center line of the said road until it meets the center point of Atampitiya Road point No. (53) North Latitude 6050' 33.03" and East Longitude 80058'59.71" from that point towards North-West along the center line of the Atampitiya Road to the starting point of Mixed Development Zone No. (01).

Tourism Development Zone

North:

From the starting point of the Northern boundary of the Bandarawela Municipal Council, from point No. (54) North Latitude 6051'2.64" and East Longitude 80058'1.25" from the center point of Welimada Bandarawela Main Road towards South, East, South-East direction along the Welimada Bandarwela main road until it meets the point No. (55) North Latitude 6050 '52.91" and East Longitude 80058'18.24" and from that point towards North-West direction, along the Diganathenna Road (Kitulroda Road) until it meets the point No. (174) at North Latitude 6051'2.89" and East Longitude 80058'40.08" and the middle point of the Goradiawela-Panangala road, and from that point towards North along the center line of the same road to the point where the center line of Sinna Maligathanna Intersection point No. (56) at North Latitude 6051'6.14" and East Longitude 80058'40.12".

East:

From the point of No. (55) North Latitude 6°51'2.82" and East Longitude 80°58'40.03" towards the South along the center line of the Panangala Road until it meets the point No. (156) North Latitude 6°50'51.94" and East Longitude 80°58'38.75" and From that point Towards South – East along the center line of the St. Thomas - Atampitiya road, and continue along the center line of the road until it meets the point No. (51) North Latitude 6°50'37.28" and East Longitude 80°58'53.87" at St. Thomas Lower Road Intersection.,

South:

From the last mentioned point No. (51) towards West and North-West direction along the center line of Atampitiya - St. Thomas Road along the center line of St. Thomas Lower Road until it meets the point No. (50) at North Latitude 6°50'34.21" and Longitude 80°58'53.03" and from that point towards East along the center line of the said road until it meets the point No. (49) North Latitude 6°50'34.85" and East Longitude 80°58'47.05" and from that point towards South along the western boundary of the present garbage yard to until it meets the point No. (48) North Latitude 6°50'31.72" and East Longitude 80°58'45.88", and from that point towards East and South along Nihada Mawatha until it meets the middle point of St. Thomas - Goradiwela Road at North Latitude 6°50'20.37" and East Longitude 80°58'49.59" and from that point towards South along the center line of the said road to the starting point of the western boundary of zone at point No. (46) at North Latitude 6°50'16.99" and East Longitude 80°58'48.85", which was the center point of the Kahattewela junction.

West:

From the last mentioned point No. (46) from the Kahattewela junction towards North-West, West, North-West, North directions along the Welimada-Bandarawela (B44) road, until it meets the point No. (60) at North Latitude 6°50'23.72" and East Longitude 80°58'38.73" and from that point towards the South-West (Electricity Board Distribution Sub-Unit Front) along the center line of Sirimalwatta Kandura until it meets the Kahagolla Oya at No. (61) North Latitude 6°50'16.71" and East Longitude 80°58'26.57" and from that point towards West, North, North-East, North direction along Kahagalla Oya until it meets the point No. (62) to the center point of village council road at North latitude 6°50'49.04" and

East longitude 80058'1.60" and from that point along the center line of said road until it meets the point No. (54) the starting point of the northern boundary of the zone/ the area include the 4 km post and territory.

Residential Zone – Sub Zone 01

North:

From the point No. (56) which is the center point of the Wevathanna - Panangala road towards North-East along the center line of Sinna Maligathanna until it meets the point No. (59) and from that point towards North-East, North along the center line of Vavalapitiya Oya and towards the East, South-East, North-East, South and North-East along the center line of the Nattaran Kandura at point of North Latitude 6050'57.81" and East Longitude 80059'24.76" and from that point towards North-East, South-East, East, South-East, North-East, South-East, North-East, South-East, North-East, South-East, North-East, East and North-East along the center line of Nattaran Kandura until it meets the point No. (64) North Latitude 6050 '55.38" and East Longitude 8100'6.06" and from that point towards in the direction of South - East, North, East, South, South - -East, East, South, South - West, South along the center line of Watagamuwa-Bindunuwewa road intersects, and from there along the center line of Watagamuwa Bindunuwewa road until it meets the point No. (65) North Latitude 6050'49.67" and East Longitude 8100'20.28" and from that point towards North-East along the center line of the side road until it meets the boundary of the Uva Faculty of Education at North Latitude 6050'57.44" and east longitude 8100'. 29.44" ,

East:

From the last mentioned point No. (66) towards South-East and South along the center line of the Uda Kumbalwela kandura, until it meets the intersection of the center line of Beragala - Haliela main road at point No. (67) at North Latitude 6050'35.99" and East Longitude 8100'24.93" and from that point towards West, South-West, South and South-West direction along the center line of Beragala - Haliela main road until it meets the point No. (19) to the point where it meets the center line of the Badulugasthanna Road at North Latitude 6050'29.62" and East Longitude 8100'16.32",

South:

From the last mentioned point No. (19) towards North-West, West, South-West along the center line of the Badulugasthanna Road (midpoint of Goipala Mawatha) until it meets the point No. (18) at North Latitude 6050'26.84" and East Longitude 8100'7.17" and from that point towards South - West along the center line of the side road until it meets the point No. (17) North Latitude 6050'24.15" and East Longitude 8100'9.48", and from that point towards South along the center line of the farm road, and continue towards South-West Vertically until it meets the point No. (16) reaches the center point of Maha Oya which is at North Latitude 6050'3.53" and East Longitude 8100'3.67", and from that point towards South-East, and South along the center line of Maha Oya until it meets the point No. (15) North Latitude 6050'20.00" and East Longitude 8100' 8.99" and from that point towards South-West and West direction along the center line of the 3-mile road until it meets the point No. (14) North latitude 6050'5.18" and East Longitude 80059'35.76", center point of the North Cabillawela junction and from that point towards South-West, West, North, West, North, West, direction along the center line of the same road until it meets the point No. (12) at North Latitude 6050'25.99" and East Longitude 80059'20.94" and from that point towards North-East direction along the side road until it meets the point No. (11) at North Latitude 6050'36.05" and East longitude 80039'20.78", and from that point towards East, North-East, North, North-West direction along the center point of the side road until it meets the water supply board in point No. (10) at North Latitude 6050'36.05" and East Longitude 80059' 21.46" and from that point From the point towards South-West, West direction along the said road, until it meets the point of No. (9) at North Latitude 6050'33.87" and East Longitude 80059'14.94" and from from that point, towards the North-West along the North-East boundary of the lands until it meet the point No. (8) North Latitude 6050'34.24" and East Longitude 80059'13.73", and from that point along a line drawn perpendicularly from the North-East boundary of the lands towards the West until it meets the point at North Latitude 6050'34.25" and East Longitude 80059'12.77" From the point of North Latitude 6050'32.53" and East Longitude 80059'12.16" along the perpendicular line through the fields to the end point of the Pussella Kumbura road along the perpendicular line until it meets the point No (5) North Latitude 6050'32.45" and East Longitude and from that point Go to the point of longitude 80059'11.04" and from that

point along the center line of the Pussella Kumbura road until it meets the point No. (4) North Latitude 6050'36.99" and East Longitude 80059'10.47" and from that point towards West along the center line of the Pussella Kumbura road and South – West along the Avallapitiya road until it meets the point No. (3) North Latitude 6050'35.78" and East Longitude 80059'4.68" where the center point of intersection, and from that point towards South along the center line of the Attalapitiya road until it meets the point No. (2) at North Latitude 6050'33.04" and East Longitude 80059'4.09" Helamuduna and from that point towards North-West, along the center line of the Atampitiya road - Attalapitiya by road until it meets the point no (1) at center point in front of the Helamuduna culvert 2/7 km at North Latitude 6050'39.65" and East Longitude 80059'0.93",

West:

From the last mentioned point No. (1) North Latitude 6050'39.65" and East Longitude 80059'0.93" towards North, North-West, North-East, North-West, North, North-West, North along the center line of the Atampitiya road until it meets the Nattaran Kandura point No. (59) at North Latitude 6051'14.79" and East Longitude 80059'0.71".

Residential Zone- Sub Zone II

North:

From the point No. (43) North Latitude 6049'48.72" and East Longitude 80058'52.88" on the western boundary of Bandarawela Municipal Limit and where Price Road intersects, towards North-East along the center line of the road until it meets the point No. (42) North Latitude 6049'56.75" and East Longitude 80059'1.82" to the center point of the Co-operative junction,

East:

From the last mentioned point of No. (42) towards South-West along the center line of Perera Mawatha located Southwards until it meets the point No. (41) at North Latitude 6049'47.06" and East Longitude 80058'59.94", and from that point in front of the Holy Convent goes along the boundaries of the land parcel until it meets the point No. (40) at North Latitude 6049'47.06" and East Longitude 80058'59.94" and from that point towards South along the line drawn perpendicularly to the south until it meets the point No. (39) at

North Latitude 6049'42.62" and East Longitude 80059' 2.00" to the center point of the bridge and from that point towards the South-East direction along the center line of the side road until it meets the point No. (38) at North Latitude 6049'41.79" and East Longitude 80059'3.65" and from that point towards Eastern direction along the northern boundary of the existing land parcels in the Ambathanna garden and along the line drawn perpendicular to the first lane road until it meets the point No. (37) at North Latitude 6049'41.54" and East Longitude 80054'4.28" and from that point towards North, East, South, East, South-East along the center line of the road located at North side to Ambathanna watta until it meets point No. (36) intersecting the middle point of the Ambathennawatta road up to the point of North Latitude 6049'37.25" and East Longitude 80059'7.16" and from that point along the center line of Ambathannawatta road until it meets the intersection point of the second lane of Ambathanna Watta at point No. (35) North Latitude 6049'33.68" and East Longitude 80059'5.02" and from that point towards South-West, South direction along the center line of the second lane road of Ambathanna Watta, until it meets the point No. (34) North Latitude 6049'21.21" and East Longitude 80059'4.20" (Present Mangadu Amman Temple Premises) and from that point towards South-East, East, South-West, South-East, South direction along the center line of the same road until it meets the intersection of Allathota Kandura at point No. (33) North Latitude 6049'16.19" and East Longitude 80059'6.71" and from that point towards South-East direction, along the Haliela-Beragala road, until it meets the center point of Allathota bridge at point No. (32) at 6049'11.69" North Latitude and East Longitude 80059'10.54,

South:

Allatota Bridge

West:

From the center point of the last mentioned Allathota Bridge towards North-East, North-West, West, North, North-West, North-East along the center line of Allathota Oya and along the western boundary of the Bandarawela Municipal Authority until it meets the intersection of Price road at point No. (43) North Latitude 6049'48.72" and East Longitude 80058'52.88" is the total area up to the point.

residential Zone – Sub Zone III

North:

Starting from the Allathota Junction Beragala-Haliela Road at point No. (32) North Latitude 6049'11.69" and East Longitude 80059'10.54" towards North direction along the center line of the road until it meets the point No. (31) North Latitude 6049'45.48" and East Longitude 80059' 15.04", and from that point towards South-West along center line of the Poonagala Road until it meets the railway crossing at point No. (30) North Latitude 6049'43.21" and East Longitude 80059'12.84", and from that point towards North-East, South-East, East, South -East direction along the center line of Poonagala Road and reach the point No. (29) North Latitude 6049'32.62" and East Longitude 80059'33.31" and from that point towards North-East direction along the center line of Postal Hill Road by road until it meets the point No. (28) North Latitude 6049'37.51" and East Longitude 80059'36.26" and from that point towards North along the center line of Post Hill Foot Road until it meets the point No. (27) at North Latitude 6049'38.19" and east Longitude 80059'36.61" and towards North-East go along until it meets the point No. (26) at North Latitude 6049'38.92" and East Longitude 80059'36.84" and from that point towards North and East along the center line of the footpath until it meets the point No. (25) at North Latitude 6049'38.90" and East Longitude 80059'37.64" and from that point go along the center line of the footpath until it meets the point No. (24) at the center point of the railway which is North Latitude 6049'39.95" and East Longitude 80059'37.80", and from that point towards East, North-East, East, North-East along the center line of the road until it meets the point No. (23) at North Latitude 6049'47.29" and East Longitude 8100'12.39" and from that point towards North-East along the footpath until it meets the point No. (22) at North Latitude 6049'48.69" and East Longitude 8100'13.39" at the center point of the Central Colledge junction,

East:

From the last mentioned point No. (22) towards South, South-East, South, South-East and East along the center line of Kandearawa road until it meets the center line of the Punagala Road and Mahaulpatha center line at point No. (68) at North Latitude 6049'37.46" and East Longitude 8100'33.97",

South:

From the last mentioned point towards South-East, South, West and South-East along the center line of the Poonagala road-Mahaulpotha side road where it meets the center line of Bandarawela - Poonagala main road at point No. (69) North Latitude 6047'29.46" and East Longitude 8100'20.06" and from that point,towards South-West, West, North-West, West, South-West, North-West, West, South-West, South, South-West, West, North-West, North, North-West and South-West along the center line of the said road, until it meets the point No. (70) North Latitude 6049'26.31" and East Longitude 80059 and from the point towards South, South-West, South, West, South, West along the center line of Sri Sumanawansa road until it meets the point No. (71) North Latitude 6049'9.69" and East Longitude 80059'41.90" and from the point, towards West, South-West, West, South, South-West along the center line of Poonagala Road and Kahatagahaarawa junction by road until it meets the point No. (72) (Kahatagahaarawa Junction) at North Latitude 6049'1.36" and East Longitude 80059'24.86" to the point where it meets the center line of the Dadugolla Bypass and from that point along the center line of the Dadugolla Bypass road until it meets the point where it intersects the center line of Kahatagaharawa Kandura,

West:

From the last mentioned point towards South-West along the center line of Kahtagaharawa Kandura road, and towards West, North-West, West direction along the center line of Iddangaharawa Oya to the point where it meets the center line of Allathota Oya.

1. Conservation Zone

Conservation Zone 1

No.	Latitude	Longitude
59	6°51'14.79"N	80°59'0.71"E
63	6°50'57.81"N	80°59'24.76"E
74	6°50'54.67"N	80°59'31.01"E
75	6°50'51.82"N	80°59'27.53"E
76	6°50'46.78"N	80°59'31.38"E
77	6°50'47.60"N	80°59'25.64"E
78	6°50'53.90"N	80°59'25.91"E
79	6°50'53.77"N	80°59'21.69"E
80	6°50'54.49"N	80°59'20.85"E
81	6°50'59.51"N	80°59'20.76"E
82	6°51'2.19"N	80°59'17.64"E

83	6°51'5.98"N	80°59'11.19"E
84	6°51'8.61"N	80°59'9.21"E
85	6°51'8.91"N	80°59'4.94"E
86	6°51'1.96"N	80°59'2.55"E

Conservation Zone II

No.	Latitude	Longitude
87	6°50'28.91"N	81° 0'3.04"E
88	6°50'23.56"N	81° 0'0.70"E
89	6°50'25.24"N	80°59'54.76"E
90	6°50'24.96"N	80°59'55.52"E
91	6°50'24.85"N	80°59'56.39"E
92	6°50'22.42"N	80°59'57.73"E
93	6°50'21.74"N	81° 0'1.61"E
94	6°50'20.99"N	81° 0'3.90"E

Conservation Zone III

No.	Latitude	Longitude
95	6°49'10.92"N	80°59'29.09"E
96	6°49'15.45"N	80°59'34.08"E
97	6°49'17.90"N	80°59'36.02"E
98	6°49'19.01"N	80°59'36.94"E
99	6°49'19.35"N	80°59'40.38"E
100	6°49'17.66"N	80°59'38.71"E
101	6°49'14.22"N	80°59'35.13"E
102	6°49'13.60"N	80°59'36.71"E
103	6°49'12.61"N	80°59'40.16"E
104	6°49'12.58"N	80°59'36.56"E
105	6°49'11.60"N	80°59'31.53"E
106	6°49'10.49"N	80°59'29.40"E

Conservation Zone IV

No.	Latitude	Longitude
107	6°49'15.14"N	80°59'14.36"E
108	6°49'14.88"N	80°59'16.57"E
109	6°49'9.70"N	80°59'16.85"E
110	6°49'6.83"N	80°59'18.59"E
111	6°49'6.83"N	80°59'18.59"E
112	6°49'10.31"N	80°59'13.55"E

Conservation Zone V

No.	Latitude	Longitude
128	6°50'28.33"N	80°58'9.34"E
129	6°50'31.05"N	80°58'8.03"E
130	6°50'40.76"N	80°58'7.41"E
62	6°50'49.04"N	80°58'1.60"E
131	6°50'50.02"N	80°58'2.71"E
126	6°50'48.22"N	80°58'3.21"E
127	6°50'47.52"N	80°58'5.98"E
128	6°50'45.74"N	80°58'8.54"E
129	6°50'46.02"N	80°58'15.19"E
130	6°50'44.16"N	80°58'18.03"E

Conservation Zone VI

No.	Latitude	Longitude
141	6°50'54.84"N	80°58'21.35"E
142	6°50'58.50"N	80°58'25.67"E
143	6°50'56.70"N	80°58'29.14"E
144	6°50'58.09"N	80°58'31.91"E
145	6°50'51.10"N	80°58'31.73"E
146	6°50'52.38"N	80°58'28.95"E

Conservation Zone VII

No.	Latitude	Longitude
147	6°50'54.90"N	80°58'26.70"E
148	6°50'51.34"N	80°58'25.16"E
149	6°50'50.17"N	80°58'25.00"E
150	6°50'51.09"N	80°58'23.66"E
151	6°51'0.34"N	80°58'42.89"E

Conservation Zone VIII

No.	Latitude	Longitude
152	6°51'2.51"N	80°58'45.28"E
153	6°51'3.58"N	80°58'44.39"E
154	6°51'4.35"N	80°58'45.50"E
155	6°51'4.03"N	80°58'46.32"E

Conservation Zone IX

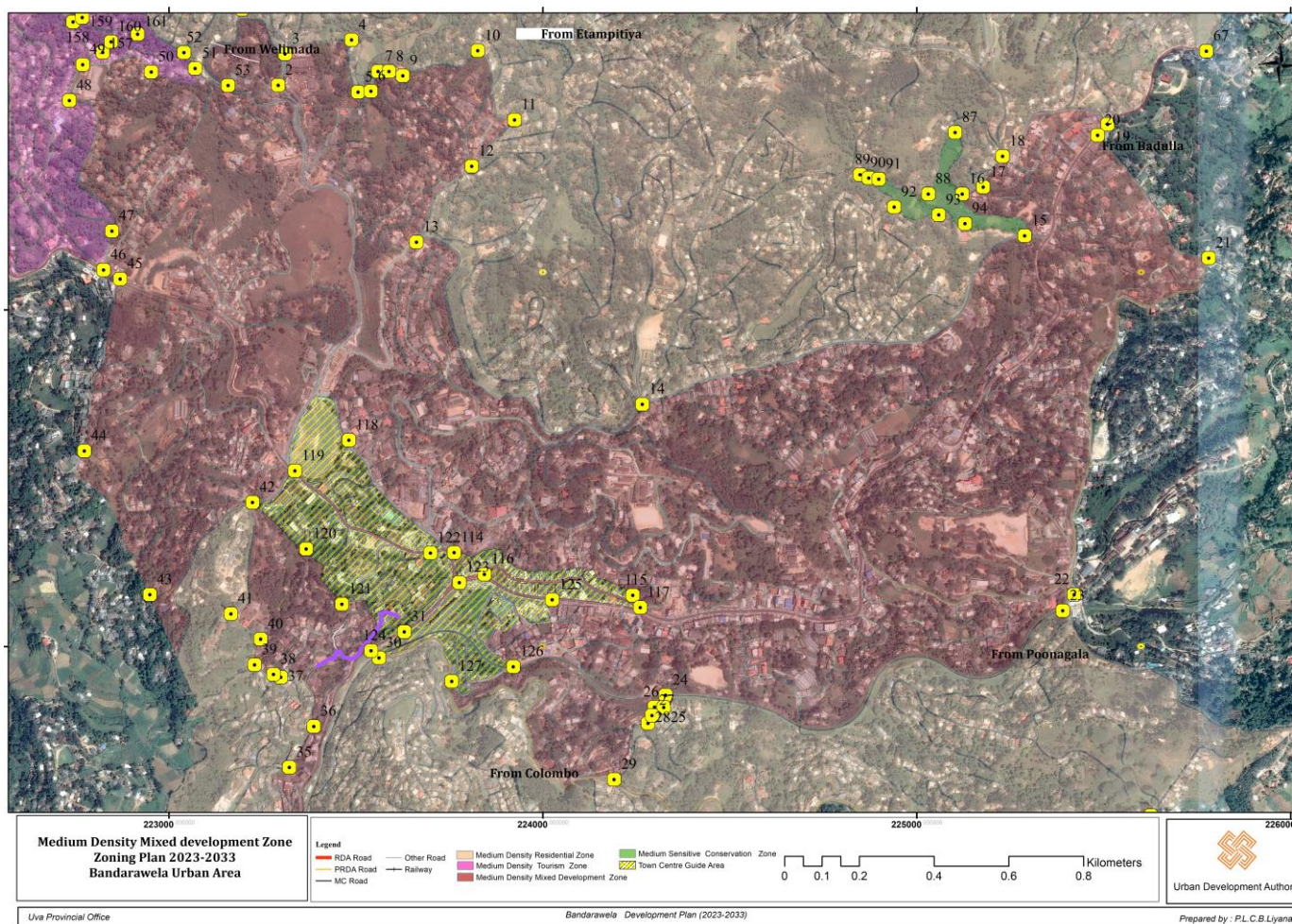
No.	Latitude	Longitude
156	6°50'51.94"N	80°58'38.75"E
51	6°50'37.28"N	80°58'53.87"E
157	6°50'38.06"N	80°58'51.63"E

158	6°50'42.25"N	80°58'51.10"E
159	6°50'43.91"N	80°58'48.47"E
160	6°50'46.55"N	80°58'46.53"E
161	6°50'47.50"N	80°58'41.37"E
162	6°50'49.09"N	80°58'39.05"E

Conservation Zone X

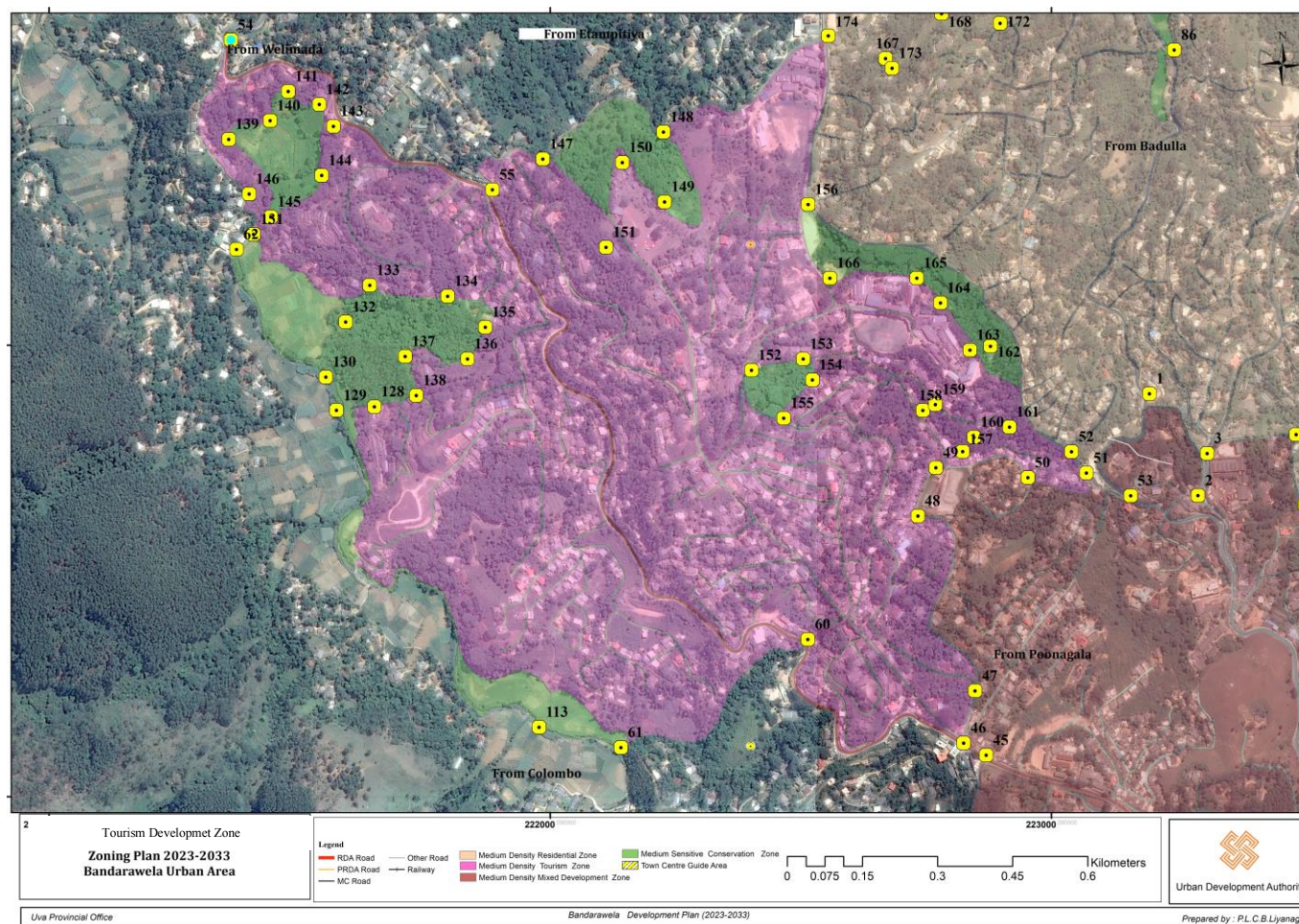
No.	Latitude	Longitude
61	6°50'16.71"N	80°58'26.57"E
113	6°50'18.03"N	80°58'21.25"E
163	6°50'19.65"N	80°58'17.29"E
164	6°50'22.97"N	80°58'15.93"E
165	6°50'21.63"N	80°58'20.17"E
166	6°50'20.35"N	80°58'23.51"E

Map No. 9.1: Mixed Development Zone



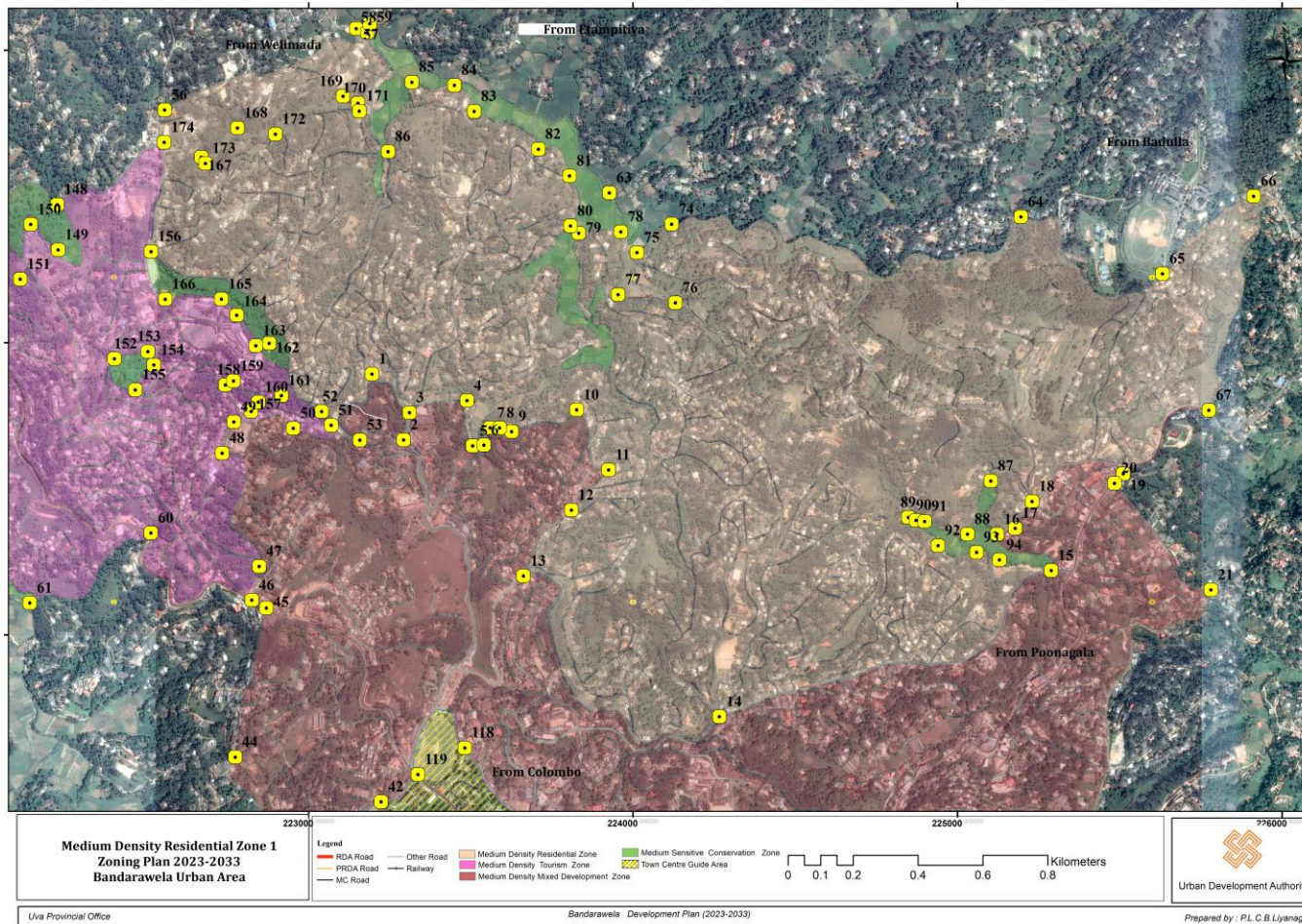
Source : Urban Development Authority, 2023

Map No. 9.2 : Tourism Development Zone



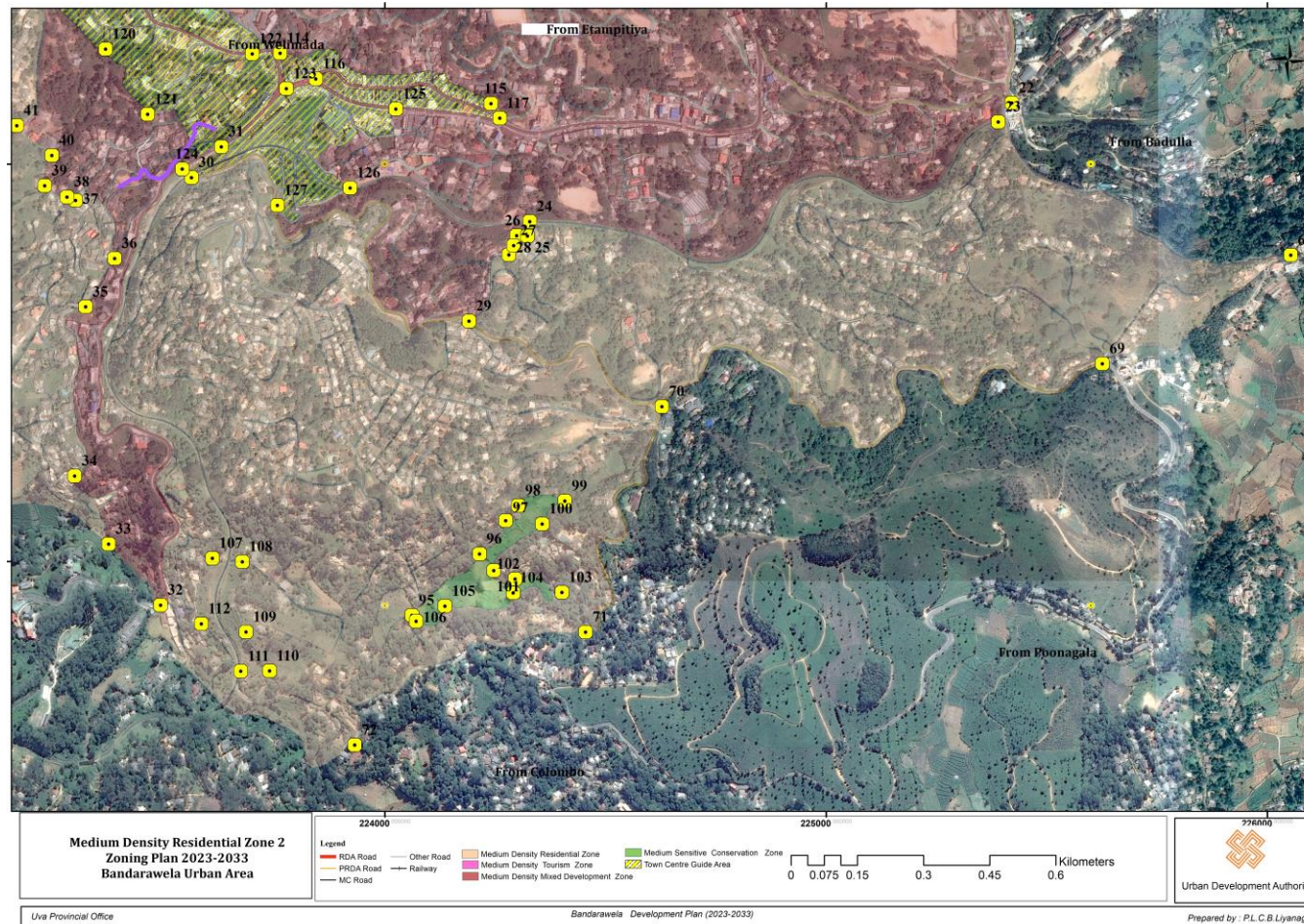
Source : Urban Development Authority, 2023

Map No. 9.3: Residential Zone I



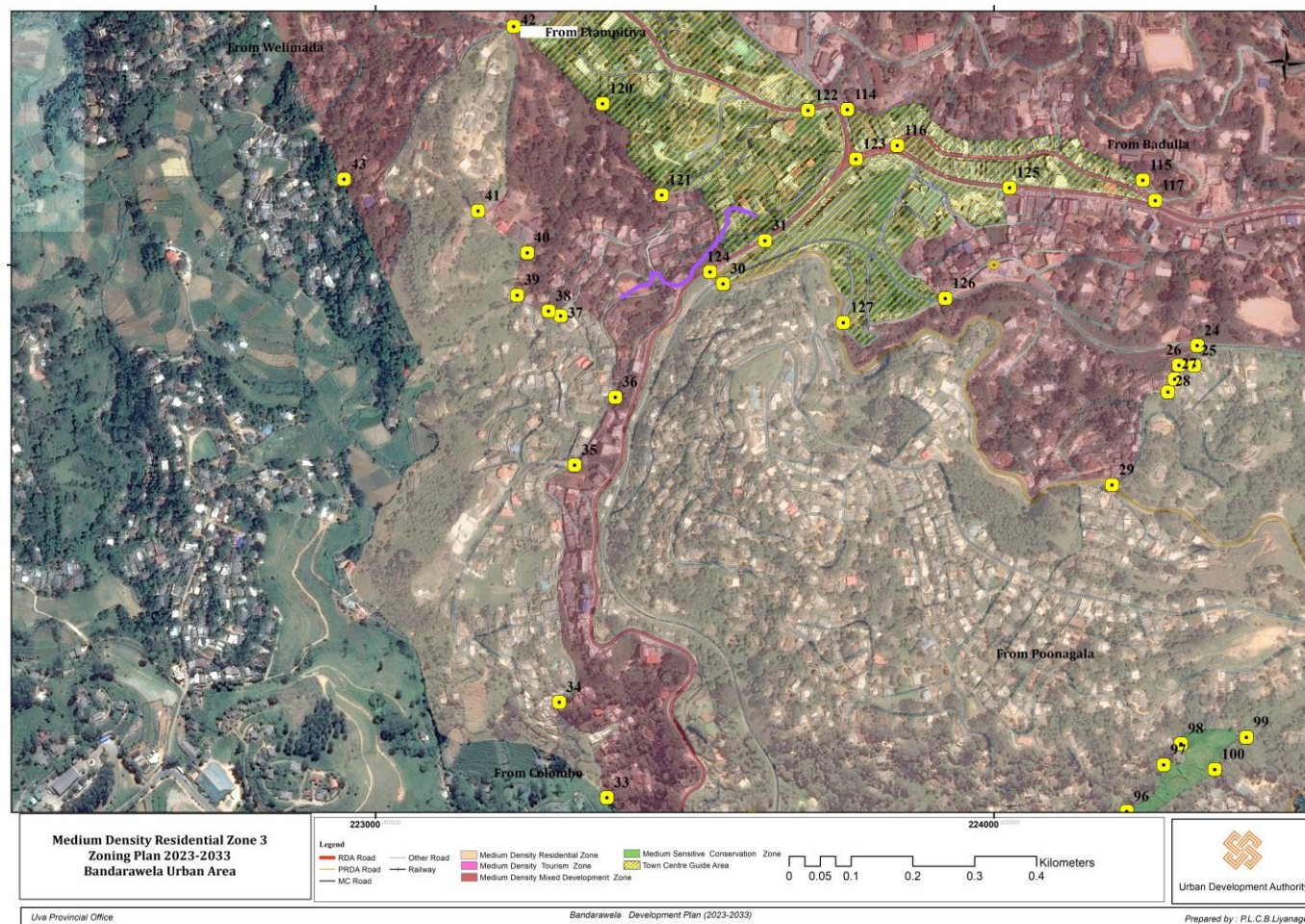
Source : Urban Development Authority, 2023

Map No. 9.3: Residential Zone II



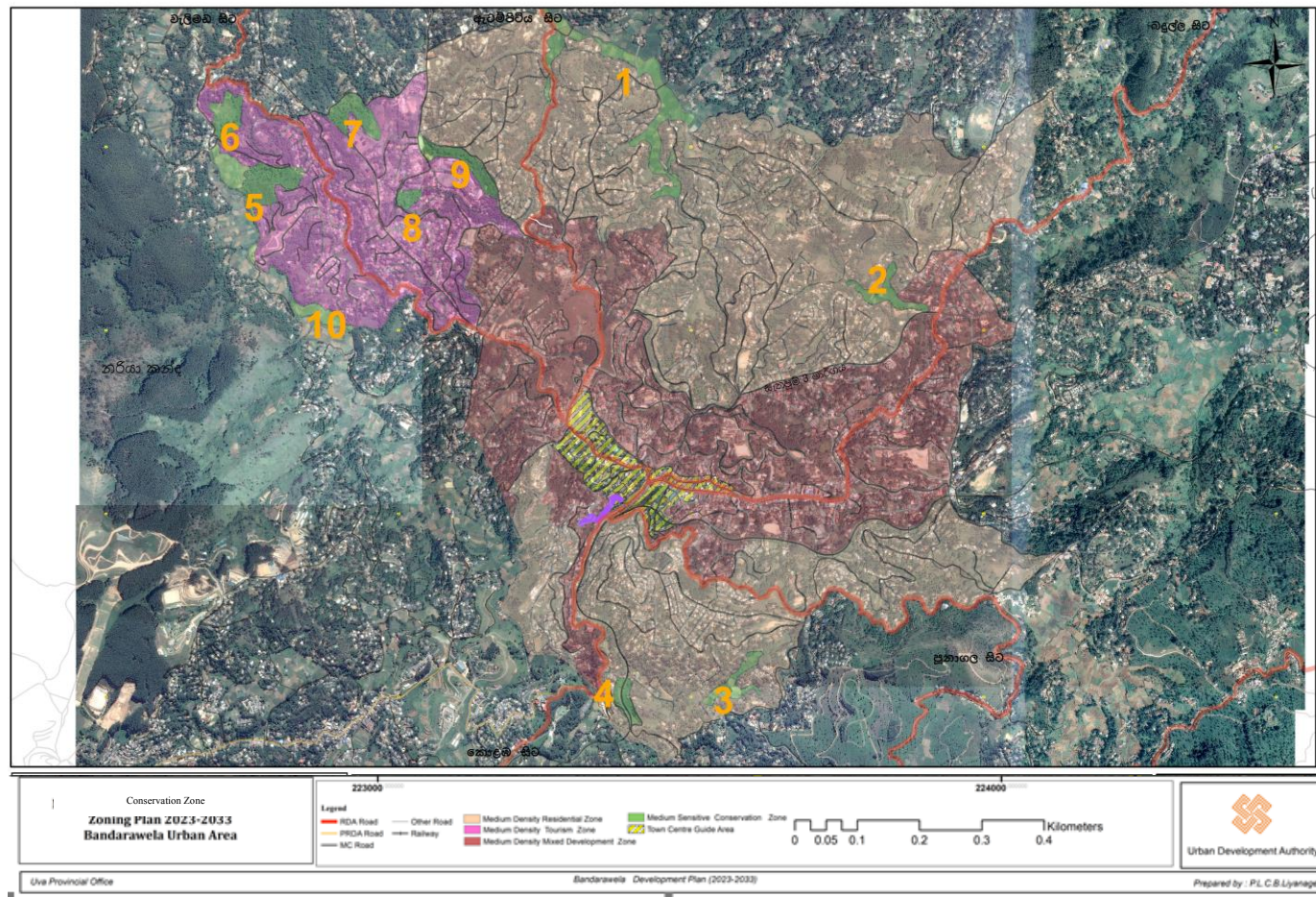
Source : Urban Development Authority, 2023

Map No. 9.3: Residential Zone III



Source : Urban Development Authority, 2023

Map No. 9.4: Conservation Zone



Source : Urban Development Authority, 2023

Zoning Boundaries of the Guideline Planning Area**Central commercial Area****North:**

From the starting point of North Latitude 6049'52.38" and East Longitude 80059'19.38" and the Northern boundary of the present post office towards East, South-East, East, South-East direction along the Northern boundaries of the first lots facing to the Bandarawela Main Street up to the point No. (115) at North Latitude 6049'48.66" and to a point of East Longitude 80059'34.94",

East:

Start from point No. 115 and the point of North Latitude 6049'48.86" and East Longitude 80059'34.94" towards South to the main street, then along the center line same road until it meets the point No. 117 where meet the center line of the Dharmawijaya Mawatha,

South:

From the last mentioned point No. 117 North Latitude 6049'47.58" and East Longitude 80059'35.59", towards West, North-West along the center line of Dharmavijaya Mawatha, until it meet the point No. (116) at North Latitude 6049'50.49" and East Longitude 80059'22.02",

West:

From the point No. 116 North Latitude 6049'50.49" and East Longitude 80059'22.02", the intersection of Main Street and Dharmawijaya Mawatha, towards Westw along the center line of the Main Street until it meets the point No. (123) North Latitude 6049'49.77" and East Longitude 80059'19.84" to the center point of the main junction the and from that point along the center line of the Welimada Road, until it meets the point No. (114) at North Latitude 6049'52.38" and East Longitude 80059'19.38" including the total area to that point.

Tourism Promotion Public Recreation Area

North:

Start from Point No. 118 on the center line of Udyana Mawatha at North Latitude 6050'2.16" and East Longitude 80059'10.21" ,

East:

From point No. 118, which was the northern boundary, towards South-East direction, along the center line of the Park road until it meets the point No. (114), where the Welimada road and the Park road intersect, at North Latitude 6049'52.39" and East Longitude 80059'19.38",

South:

From the end point of the eastern boundary and the point No. (114) towards West, North-West direction along the center line of the Welimada road until it meets the the point No. 119 and the Perera Mawatha side road at North Latitude 6049'59.50" and East Longitude 80059'5.52",

West:

From the last mentioned point No. 119 on the southern boundary, towards South-East along the center line of the stairs located towards the Municipal Stadium and towards the North-East along the boundary of the Municipal Stadium to the point on the center line of Udyana Mawatha and the point No. 118, the entire area.

Tourism Promotion Acomadation Area

North:

Start from the point Perera Mawatha in front of the Co-operative Office point no.(42) North Latitude 6049'56.75" and East Longitude 80059'1.82", towards North-East along the center line of the Perera Mawatha until it meets the point No. 119 at North Latitude 6049'59.50" and East Longitude 80059'5.52" - the point of the intersection of Welimada - Bandarawela Road and Perera Mawatha,

East:

From the last mentioned point No. 119 along the center line of the Welimada - Bandarawela road until it meets the point No. (122) at North Latitude 6049'47.83" and East Longitude 80059'9.56" and to the northern point of the present Cargills building,

South:

From the last mentioned point of No. (122) at Welimada-Bandarawela road, towards the South-West along the center line of the by road to the point No. 121 at North Latitude 6049'47.89" and East Longitude 80059'9.64",

West:

From the last mentioned point No. (121) towards the North direction along the western boundary of the Irrigation Department to the boundary of the Irrigation Department quarter's premises and thence along the boundary of the Irrigation Department premises until it meets the point No. 120 North Latitude 6049'52.69" and East Longitude 80059'6.49" and along the western boundary of Archimedes International School and from there along the western boundary of Dharmapala Maha Vidyalaya to the point No. (42) on the center line of Perera Mawatha in front of the co-operative office.

Lower City Central Area

North:

Start from the point No. 121 at North Latitude 6049'47.89" and East Longitude 80059'9.61" towards North-East along the center line of Police Kanda Road until it meets the point No. (122) at the intersection point of Welimada Bandarawela Road center line and Police Kanda Road center line and from that point towards East along the center line of the Welimada Road until it meets the point No. (114) to a point at North Latitude 6049'52.38" and East Longitude 80059'19.38",

East:

From the last mentioned point No. 114 along the center line of Welimada Road to the point No. (123) at North Latitude 6049'49.77" and East Longitude 80059'19.84", which was the center of the main intersection,

South:

From the center of the last mentioned main junction at point No. (123) towards the South-West along the Beragala - Haliela road towards Beragala and until it meets the point No. (124) to a point at North Latitude 6049'443.84" and East Longitude 80059'12.15",

West:

From the last mentioned point No. (124), towards the North-West along a line drawn perpendicularly to the point until it meets the center line of the Bandarawela First Lane Road, and from there to the end point of that road, and along a line drawn perpendicularly to the Police Kanda Road, until it meets the center line of the Police kanda Road and from that point towards North, East, West along the center line of the Police kanda Road, until it meets the point No. (121) at North Latitude 6049'47.83" and East Longitude 80059'9.56" includes the total area.

High Density Commercial Area**North:**

Start from the point No. (124) at North Latitude 6049'43.84" and East Longitude 80059'12.15" towards North-East along the center line of the Haliela - Beragala road until it meets the point No. 123 and from that point towards the East along the center line of the Main Street until it meets the point No. (116) and from that point towards the East along the center line of Dharmawijaya Mawatha, until it meets the point No. (125) at North Latitude 6049'48.26" and East Longitude 80059'27.93." to the point on the center line of Dharmawijaya Mawatha, (in front of City Center Cooperative Land)

East:

From the last mentioned point No. (125) in front of cooperative land, towards South along the eastern boundary of the cooperative land, and towards West, North-West along the southern boundary of the said land, and towards South-West along the boundary of the said land until it meets the Bandarawela Municipal Council Market, and from that point towards North-West in front of the Sigiri cinema hall land, and towards South along the southern boundary of the Curkit Bungalow land of the Railway Department and thence along the

reservion of railway track until it meets the point No. (126) North Latitude 6049'42.44" and East Longitude 80059'24.54" to the point where Temple Road Railway line intersects.

South:

From the aforesaid point No. (125), towards West along the center line of Temple Road until it meet the point of intersection with Poonagala Road By road, and from that point towards South, South-West, North-West direction along the center line of Poonagala By road until it meets the point No. (127) North Latitude 6049'41.17" and East Longitude 80059'19.17" at the center point of Poonagala Road,

West:

From the last mentioned point No. (127) towards North, North-West, West, North-West directions along the center line of the Poonagala Road and from that point towards the North along the a line drawn perpendicularly to intersection point that meet the Railway line and Poonagala Road until it meets the point No. (124), the total area.

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